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THE OFFICIAL GUIDE TO THE GREAT WESTERN RAILWAY

THE EXPRESS ROUTE TO THE WEST OF ENGLAND WALES, IRELAND AND THE CHANNEL ISLANDS

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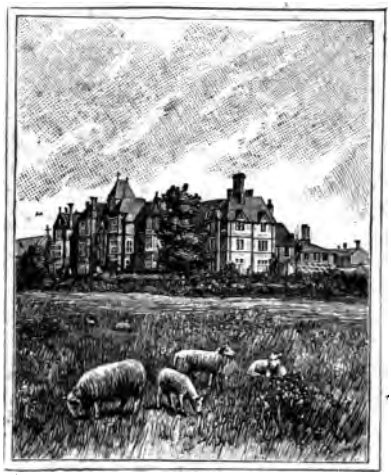

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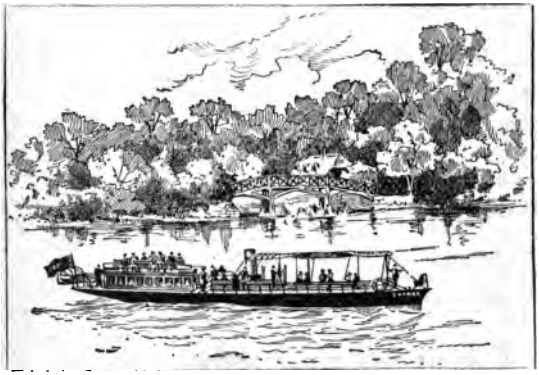

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The Official Guide

TO THE

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THE

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AND
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NEW AND REVISED EDITION.

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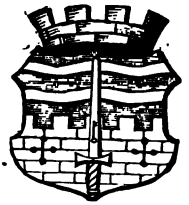

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PREFACE.

If our British or American readers can call to mind the distances covered by the Atlantic liners in their voyages from Liverpool to New York or to Boston, they may gain a general idea of the total mileage owned by the "*Great Western Railway.*" But here ceases the analogy between the journey by land and the passage by sea; for instead of a continuous course, over which the ocean "greyhounds" have simply to steam ahead, the vast railway system emanating from Paddington towards the west, the south, and the north, comprises six main lines of communication, has no fewer than eight hundred and fifty stations, and owns working connections throughout the United Kingdom. Such a network of iron highways naturally demands a clearly-defined and carefully-administered plan of traffic, which, while affording express facilities for the larger cities, likewise provides ample travelling accommodation for the smaller towns and villages. A glance through the "*Official Time Tables of the Great Western Railway*" will show how fully such needs have been supplied. But, seeing that this useful publication is unavoidably confined to a crowded compilation of numerical details, it appears to call for some such elucidation as it is hoped may be supplied by its companion work, the "*Official Guide to the Great Western Railway.*" For further particulars of its contents we must refer our readers to subsequent pages; but we may here remark that the "*Official Guide*" has been written with a view to provide a practical handbook of condensed information for the use of actual or prospective travellers.

The Guide was originally issued some years ago, but the continued extension of the "*Great Western*" territory, and the numerous developments of its express services, have demanded so many eliminations of the less important details, so much amplification of existing paragraphs, and such a large amount of additional matter, that the present revised and enlarged publication is virtually a new book. The principal additions to the work are an Introduction, descriptive of the territorial and traffic arrangements of the "*Great Western Railway;*"

and sections treating of its extended services to the Channel Islands, Ireland, Lancashire, Yorkshire, the Lake District, and Scotland; also particulars of fares, distances, and station accommodation. It likewise comprises summarised notices of the principal residential, educational, manufacturing, mineral, maritime, and agricultural centres; also of the holiday and health resorts which may be reached from Paddington, Birmingham, Bristol, Plymouth, the Channel Islands, Cardiff, Waterford, Liverpool, Manchester, Leeds, Edinburgh, and Glasgow. Mention is made of the leading provincial newspapers, the position of the various local post-offices, the market days, and, wherever possible, of the early-closing days. It may be needful to remark that all stations on the "*Great Western*" and the principal stations on its associated systems are printed in small capitals, as "TAPLOW"; while the minor stopping-points on other railways, together with those that are connected with the coach or steamer services, are shown in italics, as *Tipperary*. Twenty-three official, panoramic, and route maps; thirteen specially-engraved plans; and two hundred and fifty illustrations, cannot but add to the utility of the work.

An undertaking which has extended over some three thousand miles has necessarily called for numerous interviews and consultations in all parts of the country, and the Editor would here express his obligations to the numerous staff and divisional officers connected with the General Manager's and the Traffic Superintendent's departments of the "*Great Western Railway*" for their assistance during the preparation of the Company's "*Official Guide.*" Especially would he thank Mr. J. L. Wilkinson, the General Manager of the "*Great Western Railway,*" and Mr. T. I. Allen, the Superintendent of the Line, for their most courteous and invaluable co-operation, similar acknowledgments being likewise due to Mr. J. Dunster and Mr. W. C. Simpson. The publishers will, as heretofore, be glad to receive suggestions which may conduce to the trustworthiness of the "*Official Guide to the Great Western Railway*" as a handbook of reference for the travelling public.

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Arthur Street, London Bridge	† G. W. Office, 5, Arthur Street (opposite the Monument).
Bishopsgate St. Without	G. N. Office, 80, Bishopsgate Street Without.
Borough of Southwark	† G. W. Office, "Nag's Head," 137, High St., Boro'. "George Inn," 75, High Street, Borough. Mr. Maris, South London Booking Office, 13, St. George's Road.
Brompton Road	G. N. Office, 139 & 141, Brompton Road. † 127, Brompton Road. Pickford & Co., 156, Brompton Road.
Camden Road	A. Jakins & Co., Red Cap Booking Office, 6, Camden Road, N.W.
Charing Cross	† G. W. Office, 29, Charing Cross.
Cheapside	† G. W. Office, 4, Cheapside
Covent Garden Market	† The Piazza.
Crutched Friars	G. W. Office, 43 and 44, Crutched Friars.
Edgware Road	G. W. Office, 2, Star Street.
Farringdon Street	G. N. Railway Co.'s Office.
Fetter Lane	London Parcels Delivery Co., 12, Rolls Buildings.
Finsbury	G. W. Office, 47, Great Eastern Street.
Fitzroy Square	Kingston's Booking Office, 37 & 39, Southampton St., W.
Fulham Road	Maskell's, No. 169B, Fulham Road. F. H. Robertson & Co., Castle Office, 191, Fulham Rd.
Goswell Road	Carter, Paterson & Co., 128, Goswell Road. G. E. Office, 66, Goswell Road
Gracechurch Street	Laurie, 11, Gracechurch Street.
Gray's Inn Road & King's Cross	Myers, 343, Gray's Inn Road.
Great Tower Street	"Tower" Office, 40, Great Tower Street.
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Gutter Lane	Crouch's Parcels Office, 13, Gutter Lane.
Hatton Garden	Thompson, Viaduct Office.
High Holborn	264, High Holborn.
Holborn	G. N. Receiving Office, 264, Holborn. "Standard," Red Lion Street.
Holborn Circus	† G. W. Office, 4, Holborn Circus.
Islington & Pentonville	Myers, 1A, Pentonville Road.
King William Street	Phœnix Booking Office, 65, King William St., E.C.

LONDON RECEIVING OFFICES (*continued*).

Knightsbridge	G. N. Receiving Office, 1, William Street.
Lawrence Lane	G. E. Office, 23, Blossoms Inn.
Leadenhall Street ...	A. Jakins & Co., 99, Leadenhall Street.
Lime Street	Carroll & Frost, Imperial Office, 21A, Lime Street.
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Ludgate Hill	La Belle Sauvage, 68, Ludgate Hill.
Minories	† G. W. Depôt, opposite Goodman's Yard.
New Oxford Street ...	† G. W. Office, No. 23 (late 483). G. E. Office, 51, New Oxford Street.
Notting Hill Gate	"The Empire," Silver Street.
Old Bailey...	Lavington Brothers, 67 and 68, Old Bailey.
Old Street, St. Luke's ...	G. N. Office, 217, Old Street.
Oxford Street	† G. W. Office, 193 (late 351), Oxford Street. G. N. Office, 285, Oxford Street. † G. W. Office, 407, Oxford Street.
Paddington	Paddington Station.
Piccadilly	Old White Horse Cellar, 155, Piccadilly.
Piccadilly Circus ...	G. N. Office, 32, Piccadilly Circus.
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Queen Victoria Street ...	† G. W. Office, 82, Queen Victoria Street.
Redcross Street	G. W. Office, 11, Redcross Street.
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At offices marked † "Great Western" tickets are issued throughout the year.

Tickets are also issued at the undermentioned offices:-

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MYERS' OFFICES, 1a, Pentonville Road, N., & 343, Gray's Inn Road, W.C.
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N.B.—FARES. *The fares quoted in the* "OFFICIAL GUIDE TO THE GREAT WESTERN RAILWAY" *are those current at the time of publication, and may be subject to alterations, which will be duly notified in the* "OFFICIAL TIME TABLES." *During the Tourist and Excursion Season reduced fares are usually granted to the principal holiday and health resorts of the United Kingdom. Full particulars of these special facilities are furnished in the* "PROGRAMME OF THE GREAT WESTERN RAILWAY TOURIST ARRANGEMENTS," *which can be obtained at Paddington and other stations throughout the system.*

GREAT WESTERN RAILWAY.

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FIRST SECOND, AND THIRD CLASS,

Available for two months, and renewable, with exceptions, up to December 31st, are issued during the Summer to the following well-known watering-places and other centres of attraction :—

WEST OF ENGLAND DISTRICT. — **Barnstaple, Bodmin, Clevedon, Dartmouth, Dawlish, Exeter, Falmouth, Ilfracombe, Lynton, Newquay, Penzance, Plymouth, Scilly Isles, St. Ives, Teignmouth, Torquay, Weston-super-Mare, Weymouth, &c. Also to the Channel Islands by the Shortest Sea Route *via* Weymouth.**

NORTH AND SOUTH WALES DISTRICTS. — **Aberystwyth, Bala, Bangor, Barmouth, Bettws-y-Coed, Carnarvon, Corwen, Dolgelly, Llandudno, Llangollen, Penmaenmawr, Rhyl, Chepstow, Swansea, Tenby, &c.**

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Windermere, Furness Abbey, Ambleside, Buxton, Matlock, &c.

Leamington, Malvern, Ross, Monmouth, Abergavenny, Isle of Man, Waterford, Cork, Lakes of Killarney, Dublin, &c.

North of England and Scotland, *via* the Severn Tunnel, from West of England ; also from South Wales *via* Hereford.

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Hammersmith.
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The Minories (opposite Goodman's Yard).
67, Gresham Street.

4, Holborn Circus.
The Piazza, Covent Garden Market.
407, Oxford Street.
193, Oxford Street.

23, New Oxford St.
Gloucester Mansions, Shaftesbury Aven.
26, Regent Street.
269, Strand.

82, Queen Victoria St.
17, Brompton Road.
181, Tottenham Court Road.
"NAG'S HEAD," 137, Borough High St.

London, Brighton and South Coast Railway Office, Under Grand Hotel, Trafalgar Square.

AND AT ALL THE PRINCIPAL STATIONS ON THE GREAT WESTERN RAILWAY.

Paddington Station, January, 1897. **J. L. WILKINSON, General Manager.**

The Official Guide

TO THE

GREAT WESTERN RAILWAY.

INTRODUCTION.

HEN that enterprising railway engineer Isambard Kingdom Brunel had completed his noble broad-gauge highway from Paddington to Bristol, few realised the immense capacities for development which existed within his spirited undertaking. Nevertheless, the importance of this event, celebrated on the 30th of June, 1841, has been far surpassed by its results. The "*Great Western Railway*," with a capital of £8,160,000, was originally designed as a means of direct locomotion between London and the principal seaport of the West of England; but the Company speedily entered upon vast extensions of its territory. Each decade has witnessed accessions both to capital and to mileage, until in 1896, shortly after the "*Great Western*" jubilee, we find that the former has reached the huge total of £84,526,271, while the latter, with 2,538 miles of permanent way, has attained a longer aggregate of route than any other English railway system. Although during recent years the track has been entirely relaid in accordance with the national narrow gauge, yet the "*Great Western*" still possesses many unique features, and under the liberal administration of its directorate maintains a high standard of excellence. As a result its traffic services are amongst the most popular means of transit to be found within the United Kingdom.

"Great Western" Territory.

The ramifications of the "*Great Western Railway*" not only serve the counties crossed in its original main route to the West of England, but owing to judicious amalgamations, purchases, leases, and the construction of many new lines, its iron ways now extend throughout Wiltshire, Dorsetshire, Gloucestershire, Somerset, Devon, and Cornwall. The whole *of South Wales* is likewise traversed by its metals, as are the

Welsh border counties of Monmouthshire, Herefordshire, Shropshire, and Cheshire. Its lines through the Midland Counties serve the populations of Oxfordshire, Warwickshire, Worcestershire, and South Staffordshire, and also reach the great cities of Lancashire. A western extension likewise stretches across North Wales towards the watering-places of Cardigan Bay. The Company's fine steamers from Weymouth afford access to the Channel Islands; and similar boats connect New Milford with Waterford, the most convenient port for Southern, Central, and Western Ireland.

"Great Western" Traffic.

Thus far we have briefly indicated the area of the "*Great Western*" territory. Of its far-reaching English, Welsh, Irish, and Scotch connections we have yet to speak. The traffic which is daily dealt with throughout the system naturally divides itself into two great classes—the one having to do with the transit of goods, and the other with the conveyance of passengers, of whom no fewer than sixty millions were conveyed during 1891. The former has exclusive relation to the various shipping, manufacturing, mining, farming, or fishing interests of the districts through which the trains are continually passing. The latter has more especial reference to the passenger requirements of the principal residential, educational, and commercial centres. It likewise deals with the extensive special facilities demanded by travellers to the favourite summer and winter health resorts, watering-places, and such other spots of interest as annually attract the invalid, the holiday-keeper, or the tourist.

General Goods Traffic.

Chief amongst the conditions absolutely necessary for the successful conduct of an extensive goods traffic is undoubtedly the means of regular communication between London and the more important commercial cities and towns; while all alike need rapid and direct access to the principal seaports of the kingdom, as these likewise do with each other. Very completely are these necessities met by the "*Great Western Railway.*" The large or small seaports of Penzance, Falmouth, Fowey, Plymouth, Dartmouth, Weymouth, Bridport, Bridgwater, Bristol, Gloucester, Newport, Cardiff, Swansea, Llanelly, Milford, New Milford, Birkenhead, and Liverpool, are by this far-reaching system not only linked together, but are equally in communication with Paddington. All these are likewise connected with such busy manufacturing centres as Birmingham, West Bromwich, Wednesbury, Wolverhampton, Dudley, Stourbridge, Kidderminster, Worcester, Coalbrookdale, Coalport, Ironbridge, Broseley, Ruabon, Manchester, Warrington, and St. Helen's; the copper and tin-plate works of Swansea; the iron district of Shropshire; and other prosperous *seats of the metal, pottery,* glass, and textile industries. Thus by

an admirable organisation of goods services enormous imports of timber, corn, flour, stock, meat, provisions, and foreign produce are gathered at the waterside and daily distributed throughout the country, which in return utilises the same iron roads for the conveyance of its extensive exports to all parts of the world.

Mineral Traffic. In close relation with the "*Great Western*" are the wide and productive coalfields of Glamorganshire, Monmouthshire, Somersetshire, Staffordshire, and North Wales famed for their vast stores of house, gas, and steam coal. Cornwall is remarkable for the output of its tin-mines, also for its immense production of china-clay. Lead and sundry valuable ores are contributed from various parts of the system. But, omitting coal, probably the heaviest aggregate consignments of the mineral class are derived from iron ore; also from the granite, slate, and stone quarries, for which certain counties are celebrated.

Agricultural, Horticultural, and Fish Traffic. We shall likewise notice the continuous demands from the agricultural districts and fishing towns for the conveyance of the national food. Millions of rural acres in England, Wales, and Ireland, which are either in pasture or under cultivation with crops of cereals, hops, roots, fruit, strawberries, and vegetables, are indebted to the "*Great Western Railway*" for the rapid transit of their various agricultural consignments, stock, or dairy produce. During certain seasons special fast trains are provided for the despatch of perishables—that is to say, fish, also early potatoes, broccoli, and flowers grown to perfection in the fertile soil of Cornwall and the Scilly Isles. Splendid swift boats are likewise daily bringing valuable cargoes of Irish butter, eggs, bacon, and live stock from Waterford or Cork; while those islands of fruits and flowers, Jersey and Guernsey, are by similar "*Great Western*" steamers annually pouring increasing quantities of fine early potatoes, splendid tomatoes, luscious grapes, and fragrant flowers, into the port of Weymouth, now connected with all parts of the United Kingdom. And from every fishing-ground off its long coast-line does the "*Great Western*" receive its tribute of fresh fish, which to the extent of thousands of tons is daily transported to the Metropolis and all the great towns of the kingdom.

Passenger Traffic. Turning to the engrossing subject of the passenger traffic, we shall have to survey a very wide extent of country, and to notice in connection therewith many attractions characterising the various districts in England, Wales, Ireland, Scotland, and the Channel Islands, which are served by the "*Great Western*" and its associated systems of railway. Although these subjects will be found somewhat exhaustively treated in

succeeding pages, it may be helpful to the reader if we here briefly summarise the more noteworthy destinations. After this we will supply an outline of the various express services daily emanating from Paddington, the Midlands, and the West of England.

Through Bookings and Direct Connections between West and North.

Any mention of passenger traffic in so commercial a country as England would be incomplete without allusion to the direct and express connections that now exist between all parts of the "*Great Western*" system and the larger populations of England, Scotland, and Ireland. For instance, a traveller can now book from Penzance, Plymouth, Torquay, Exeter, Ilfracombe, Taunton, Salisbury, Jersey, Guernsey, Swansea, Cardiff, Newport, Bristol, Hereford, Gloucester, Worcester, Malvern, Reading, Oxford, Birmingham, Wolverhampton, Shrewsbury, Barmouth, and Dolgelley to the principal stations on the "*London and North Western*," the "*North Eastern*," and the "*Caledonian*" railways. He can also frequently travel from many of these stations by through carriages to Chester, Birkenhead, Liverpool, Manchester, Leeds, Newcastle-on-Tyne, Preston, Carnforth, Windermere, Penrith, Carlisle, Edinburgh, and Glasgow.

Residential Districts.

It will be palpable to the most superficial observer that the "*Great Western*" affords a singularly varied choice of attractive residential spots easily reached from Paddington. Within forty miles of London much of the main line and the larger number of its branches traverse the ever-charming neighbourhood of the Thames Valley. Equally beautiful are the more purely rural villages that now group around some of the wayside stations; while those who prefer a semi-suburban neighbourhood may meet with many desirable localities within easy reach of the West End. Much the same may be said for the various rural or seaside districts so conveniently situated within short railway journeys of such large provincial towns, as Birmingham, Worcester, Wolverhampton, Bristol, Exeter, Plymouth, Cardiff, Swansea, Manchester, Liverpool, and Birkenhead.

Educational Centres.

The "*Great Western Railway*" is remarkable for affording access to numerous centres of education. Not only does it lead to the University of Oxford, the Welsh Universities, and the public schools of Eton, Winchester, and Shrewsbury; but also to the modern foundations of Marlborough, Cheltenham, Clifton, Malvern, Radley, Bradfield, Bath, Weymouth, Newton, Westward Ho, Leamington, and Oxford; also to the schools of Bristol, Birmingham, Manchester, Liverpool, the Isle of Man, and the Channel Islands. Especially noteworthy are the ancient foundations of Warwick, Reading, Tiverton, *Exeter, Plymouth, Monmouth*, Brecon, Carmarthen, and Chester;

likewise the first-grade schools of Abingdon, Stratford-upon-Avon, Worcester, Hereford, Bruton, Totnes, Basingstoke, Great Marlow, and Henley-upon-Thames. Other towns or villages more or less celebrated for their scholastic interests are Bloxham, Cowbridge, Dorchester, Ealing, Gloucester, High Wycombe, Ludlow, Llandovery, Newbury, Oswestry, Taunton, Tavistock, Truro, Weston-super-Mare, Wellington, and Wolverhampton.

Watering-Places. With regard to inland and seaside watering-places as health or holiday resorts, a delightful variety is available to those who reside on the "*Great Western*" system, or approach it from various parts of the country. Of such old-established and favourite rendezvous of fashion as Bath, Cheltenham, Leamington, and Malvern, we scarcely need speak, although we may remark on the increasing popularity of Droitwich. But when we refer to the seaside haunts of Somerset, Dorset, Devon, Cornwall, the Channel Islands, South Wales, Ireland, and North Wales, we may well be perplexed by the extent of our choice. To merely recapitulate the favourite resorts, we should, starting from the south, mention the ever-charming rock scenery of Jersey and Guernsey. The splendid bay of Weymouth is, with Bridport, in Dorset. In South Devon we find pretty Dawlish, healthful Teignmouth, and magnificent Torquay; also Paignton, and Dartmouth with its splendid yachting facilities. On the northern coast of the same county is beautiful Ilfracombe, and those ever-charming nooklets Lynmouth and Lynton. In Somerset we touch fashionable Weston-super-Mare, Clevedon, and Minehead. Cornwall offers us the charming little port of Fowey, also Penzance, with its special attractions at the Land's End, and its water trips to the Scilly Isles; while from Falmouth or Helston we may visit the attractive Lizard district. On its north seaboard are the splendid bay of St. Ives, overlooked by that most comfortable of marine mansions, the Tregenna Castle Hotel; Newquay, with its rocks and caves; and the quaint little seaport of Padstow. In South Wales we meet with Penarth, Porthcawl, and the pretty coast near Saundersfoot and Tenby. Through the entrancing Vale of Llangollen, past the Arenig Mountains, skirting Bala Lake, and with a glimpse of Cader Idris by Dolgelly we again reach the sea, and may sojourn amidst the beauties of Barmouth, run southward by the coast-line to Aberystwyth, or northward over a similar route to Criccieth. From Liverpool, passengers can embark for Douglas, the principal watering-place in the Isle of Man. For the charms of Tralee and the Atlantic watering-places of Ballybunion, Kilkee, and Miltown Malbay, on the rocky fiords of Kerry and Clare, we have ample evidence; while, in connection with Irish health resorts, we should not omit an allusion

to the wonderful medicinal waters of Lisdoonvarna Spas, which, with the previously-named seaside watering-places, can be reached by the "*Great Western*" steamers to Waterford, and thence *via* the main line of the "*Waterford, Limerick and Western Railway.*"

Cornish and Devonian Health Resorts.

During recent years the attention of the medical profession appears to have been very generally attracted to the unique climatic advantages possessed by Cornwall and Devon as health resorts. While increasing numbers of visitors have each summer flocked to the watering-places of these charming counties, comparatively few have recognised their peculiar excellences during those colder seasons when changeful atmospheric conditions so prejudicial to invalids mostly prevail throughout Great Britian. Hence the general exodus of the wealthier classes that annually takes place to the South of France and the watering-places of the Riviera. From a valuable little pamphlet entitled "*Cornwall as a Winter Resort*" we learn that the inconveniences of a sea passage and long journey, a lengthened foreign sojourn, and a heavy additional expenditure—all of which are usually associated with leaving one's own country—may be easily avoided by such as choose instead thereof to turn their steps westward. Indeed, a remarkable consensus of reliable local testimony appears to indicate that dwellers in the favoured seaside towns of Falmouth, Penzance, St. Ives, and Newquay, may from January to December not only enjoy the beauties of an ever luxuriant vegetation, and explore a grand rock-begirt coast washed by the waters of the Atlantic, but may likewise participate in all the constitutional benefits derived from a mild climate, an equable temperature, and the prevalence of highly-oxygenated air. Those who still delight to supplement an attractive railway journey by an ocean sail may, by means of the boats belonging to the "*West Cornwall Steamship Company,*" extend their western progress to the green isles of Scilly; while others who are precluded from travelling so far westward will meet with a remarkably equable climate in the neighbourhood of Torquay.

Tourist Traffic.

Another large and ever-increasing section of our travelling population is composed of holiday tourists in search of the picturesque. It is scarcely too much to affirm that all such may without fear of disappointment avail themselves of the excellent facilities for short or extended tours which are offered by the "*Great Western Railway.*" Indeed, so self-contained is this extensive system, that within its boundaries the traveller—be he artist, angler, oarsman, mountaineer, botanist, naturalist, geologist, antiquarian, archæologist, or of any other idiosyncrasy—may essay with equal ease and assurance to *enjoy himself to* the uttermost. Amongst the more favourite

haunts for rest or other relaxation are the verdant river valleys of England, Wales, and Ireland; by silvery lakes and amidst green forests, across lofty mountains and on heathery moorlands, or again where ancient cities, grey ruins, and stately buildings tell their historic tales of bygone times and people.

Castles, Seats, and Abbeys. Chief amongst the royal and noble homes that are reached by the "*Great Western*" metals is the proud pile of Windsor Castle, which for centuries has been honoured by the presence of British sovereigns. While it would be impossible to name a tithe of the stately seats which are all more or less served by the same national highway, we may in passing remark its connection with the vast ducal mansion of Blenheim, the huge fortress of Warwick Castle, the no less remarkable castle of Chirk, and that ever memorable home of the arts, Wilton House. Equally noteworthy are the Welsh strongholds of Manorbier, Pembroke, and Carew, the vast ruins of Caerphilly Castle, the immortalised but shattered remains of Tintagel, the finely-placed castle of Ludlow, the picturesque relics of Goodrich, Raglan, and Chepstow, the deserted halls of Berry Pomeroy, and the world-famed walls of ivy-mantled Kenilworth. And reminding us of times "in the days of old," when ecclesiastics dwelt supreme amidst the choicest scenes of beauty, are the exquisite ruins of Tintern, that queen of abbatical cloisters, the charming fragments of Valle Crucis, and the massive masonry that yet reminds us of what Wenlock Priory and Buildwas Abbey must have been in the height of their prosperity.

Cathedrals, Churches, and Architectural Remains. Amongst the magnificent cathedrals to which the "*Great Western*" gives access are the time-honoured piles of Gloucester, Worcester, and Hereford, so renowned for the grand musical festivals which annually commemorate the meeting of "the three choirs." Oxford is another important cathedral city of the Midlands. Further north we find the ancient see of Chester, with the more modern diocesan centres of Manchester and Liverpool. Southward we come to regal Winchester and the graceful fane of Salisbury. Westward we pass Bristol, and the imposing Gothic composition of Wells, ere reaching Exeter, for centuries the chief church in the West of England, but now supplemented by the modern diocese of Truro. In South Wales we must not overlook the noble elevation of Llandaff, nor the interesting foundation of St. David's. The lover of church architecture will also meet with many fine parish churches, especially in Somersetshire; while the collegiate churches of Leominster, Shrewsbury, Bath, Malvern, Tewkesbury, and Malmesbury possess many features of interest. And in connection with mediæval towns,

times, and remains, we should remind our readers that three of the most interesting places in the kingdom may be found within an express journey of Paddington—namely, Oxford with its grey colleges, gardens, and rivers; Stratford-on-Avon crowded with memories and relics of immortal William Shakespeare; and ancient Chester with its incomparable Rows. Each year are these historic scenes visited by many thousands of English and American tourists, and still their popularity seems to be on the increase.

Mountain, Hill, and Forest Scenery. Equally varied are the charms of mountain, forest, lake, and river scenery, which are spread over the western counties of England and Wales. Thus the lover of moorland air may repair to the mountain ranges of North and South Wales, and there scale Cader Idris, Arenig-fawr, the Rhenogs, Diphwys, Plynlimon, or the various peaks of the Black Mountains. Others who, while delighting in perfect prospects, desire to gain them from a lower altitude will be well repaid by climbing the noted Malvern Hills, the Berwyns overlooking the Vale of Llangollen, the Cotswolds, the Mendips, the Cheddar Cliffs, the summits of Exmoor, and the granite tors of breezy Dartmoor. Those who delight in sylvan shades may find them amidst Savernake Forest with its noble timber, or farther westward can penetrate the recesses of the Forest of Dean, and other choice woodlands.

River and Rural Scenery. Probably the crowning attraction of the tourist haunts connected with the "*Great Western*" lies in their numerous examples of the choicest river scenery. Ever foremost amongst the streams of England we should name the regal Thames, which from Oxford to Windsor, a distance of seventy-two miles, flows through a lovely English countryside, which is served by numerous "*Great Western*" stations. During the summer months the issue of the combined railway and river "*Thames Valley Circular Tour Tickets*" enables passengers from London (*Paddington*), Reading, Bath, Bristol, Oxford, Worcester, Leamington, Birmingham, and other "*Great Western*" stations to travel through the picturesque Thames Valley in connection with the sailings of Messrs. Salter Brothers' Oxford and Kingston steamers. Possibly surpassing it in beauty, if not in importance, is the exquisite Wye, with its navigable waters of about one hundred miles winding amidst green pastures, rocky defiles, and river-bits of surpassing verdure. Then we should name the lordly Severn, meandering through some of the most fertile and picturesque portions of Shropshire, Worcestershire, and Gloucestershire, until it discharges its waters into the Bristol Channel. Such streams as the Usk, the Towy, and the Teifi are amongst the romantic rivers of Monmouthshire and

South Wales; while North Wales can claim the Dee, the Conway, the Mynach, the Rheidol, the Dovey, and the Wnion. Westward we encounter fresh and varied reaches of beauty on the Devonshire Dart, not inaptly termed the English Rhine, a claim which has been fairly challenged by the Cornish Fal, and also by the charming Fowey. In the same districts are the Exe, the Teign, the Taw, the Plym, and the Tamar, each possessing its own meed of loveliness. Countless scenes of luxuriant rural landscape belong to the counties of Oxfordshire, Berkshire, Wiltshire, Somerset, Dorset, Devon, and Cornwall; also to the ever luxuriant tracts of Gloucestershire, Worcestershire, Herefordshire, Monmouthshire, Warwickshire, Shropshire, and Cheshire; while matchless scenic treasures adorn the famed Vale of Llangollen. Neither should we overlook the waterfalls in the Vale of Neath.

Guernsey, Jersey, Ireland, and the Isle of Man.

Before leaving the subject of tourist resorts we should especially notice three ever-charming but comparatively little-visited insular playgrounds, each of which calls for an invigorating preface in the shape of a pleasant Channel passage. Amongst the most compact and satisfactory spots for limited and yet exhaustive tours we should place the verdant islands of Guernsey and Jersey, with their picturesquely rocky coasts, exquisite marine views, and pretty rural landscapes, which are now by swift steamers brought within a few hours of Weymouth. On a larger scale every description of characteristic Irish scenery may be visited by those who *via* New Milford approach the Emerald Isle through the picturesque waters of the Suir, on which we find the "*Great Western*" port of Waterford. From this point diverge three important railways, in addition to the short line that affords access to Tramore. By the "*Waterford and Central Ireland Railway*" the traveller may by way of the ancient city of Kilkenny reach the capital, ever fashionable and attractive Dublin. The "*Waterford and Limerick*" and the "*Waterford, Dungarvan and Lismore*" systems afford charming alternative routes to the crystal lakes, green bays, and rugged reeks of Killarney. The former of these railways also furnishes a direct road by the Galtee Mountains to Lough Derg, the wide delta of the lordly Shannon, the romantic watering-places of Kerry and Clare, and the wild scenery that surrounds the mountains and loughs of Connemara. The line running *via* Dungarvan also permits a pause at Lismore, famous for its noble residential castle and cathedral church; while glorious vistas of the finest river scenery may be enjoyed by those who thence undertake to explore the beauties of the Blackwater. An important development in relation to "*Great Western*" services for Belfast and the North of Ireland *is supplied by the* splendid passenger steamers of the "Belfast Steam

Ship Company, Limited," which sail each week-night from Liverpool in connection with expresses arriving at Birkenhead. A third insular tour may be made further northward, from the landing-stage at Liverpool, where passengers arriving from Birkenhead may re-embark by the fine boats of the "*Isle of Man Steam Packet Company,*" which daily sail for Douglas, the principal seaport of the Isle of Man, whence the tourist may start on a pleasing jaunt through Manxland.

The Lake District and Scotland—Special Express Services.

Finally, that marvellous engineering triumph the Severn Tunnel brings the entire populations of Gloucestershire, Somerset, Wiltshire, Dorset, Devon, Cornwall, and the Channel Islands, with the inhabitants of the Welsh and Midland counties that lie *en route*, into direct communication with Lancashire, Yorkshire, Durham, Northumberland, Westmoreland, and Cumberland; also *via* Carlisle and the border counties with Edinburgh, Glasgow, Stirling, Perth, Dundee, Aberdeen, and Inverness. As the many advantages conferred by this newly-opened highway from the West to the North are more fully detailed in succeeding pages, it will not be needful to here enlarge on the subject. Nevertheless we may in passing point out that the working alliance now existing between the "*Great Western,*" the "*London and North Western,*" and the "*Caledonian*" railways enables passengers from the principal stations on either system to obtain through bookings, and to travel by well-appointed and accurately-timed expresses, frequently comprising through carriages. In brief, by means of this unique arrangement another westerly main route is opened, which, having its bases respectively at Weymouth on the east and Penzance on the west, converges towards Bristol, whence it extends direct to Westmoreland and to Scotland. And thus the peerless scenery of the English Lake District; the river, loch, and canal tours of the Clyde and Western Highlands; with the moors, mountains, woods, lochs, tarns, and streams of Perthshire, Ross-shire, and the Deeside, are placed within a day's journey of the West of England. Information relating to these important services is supplied in the current "*Time Tables of the Great Western Railway.*"

The Channel Islands—Special Express Services.

Although we have made a passing allusion to the fertility and numerous scenic charms of the Channel Islands, the new and improved express services which have been recently instituted between Paddington and Weymouth, and also between Weymouth and all parts of the United Kingdom, certainly call for special remark. Not only does the "*Great Western*" short sea route *via* Weymouth permit passengers with the greatest expedition to reach Guernsey and Jersey—the former in about five hours, and the latter in about

one hour longer—but they are enabled to depart from London (*Paddington Station*) as late as a quarter to ten o'clock each week-day evening. Similarly convenient railway connections exist with all parts of the country, so that travellers wishing to reach the islands may leave Edinburgh, Glasgow, and Newcastle-on-Tyne, about ten o'clock in the morning; York, Leeds, and Bradford, about midday; Manchester, Liverpool, Birkenhead, Chester, and Plymouth, late in the afternoon; Shrewsbury, Wolverhampton, Birmingham, Worcester, Cheltenham, Gloucester, Hereford, Swansea, Cardiff, and Exeter respectively, earlier or later in the evening; while the latest departure from Bristol is at 11·0 and from Bath 11·23 P.M. The whole of these widely-ramifying services converge at the Pier Station, Weymouth, which adjoins the landing-stage, whence sail the Company's fast passenger steamers, which are lighted by electricity and furnished with every known means for safety and comfort. Duplicate arrangements of a similar character also exist in connection with the daily return service to Weymouth. During the summer months a boat sails nightly direct to Jersey, and an extra daylight service to the Channel Islands is run in connection with an express train, leaving Paddington on Saturday mornings. All information that may be required in relation to the Channel Islands departures will be found within the current "*Time Tables of the Great Western Railway.*"

The Midland Counties and South Wales—Special Express Services.

In close connection with the special express facilities which have characterised recent traffic arrangements for the Channel Islands, the West of England, and Scotland, we should place the newly-inaugurated and highly successful services between the Midland Counties and South Wales. These rapid trains, which emanate from Birmingham, receive at Stourbridge Junction a contingent from Wolverhampton and Dudley. Thence, simply pausing at Kidderminster, Worcester, and Great Malvern, they proceed to Hereford, where further connections are made from the North. Their journey is then continued by a quick run to Pontypool Road, where passengers exchange for Aberdare and Merthyr, while the South Wales through carriages proceed direct to Newport and Cardiff. Certain services extend beyond to Bridgend, Neath, Swansea, Llanelly, Carmarthen, Whitland, Cardigan, Tenby, Pembroke Dock, Haverfordwest, and to New Milford for Waterford or Cork. Full particulars as to the departures of these expresses will be found in the current "*Time Tables of the Great Western Railway.*"

Having supplied an outline of the many important classes of traffic which are respectively dealt with by the goods or passenger departments, it now remains for us to furnish some key to the ten descriptive sections of the express passenger services which are

Traffic Sections of the "Official Guide to the Great Western Railway."

comprised within succeeding pages. The first section of the "*Official Guide to the Great Western Railway*" naturally treats of the various London and surburban residential services which daily emanate from the Paddington terminus and the City stations at Moorgate Street and Broad Street, also from Victoria. Secondly, we take up the highly important main line from London to the West of England, and also its connections with the Midlands and the North, the vast traffic being classified within four continuous sub-sections, respectively starting from Paddington, Bristol, Exeter, and Plymouth. Our third section has relation to the large and growing interests of the express service *via* Chippenham and Yeovil to Weymouth for Portland and the "Short Sea Route" to the Channel Islands. The fourth series of expresses are those which *via* the Severn Tunnel run direct to Newport and Cardiff for South Wales. We then describe the main line which diverging at Swindon Junction serves, firstly, the rich agricultural districts of Gloucestershire, the Wye Valley, Herefordshire, and southern Shropshire; secondly, a portion of picturesque Monmouthshire, and the entire mineral, shipping, agricultural, and tourist districts of South Wales; and thirdly, those extensive areas of Southern and Western Ireland which are best approached from Waterford or Cork *via* New Milford. Each of these sub-sections are treated separately and yet in relation to their connection with the "*Great Western*" trunk routes.

Our sixth section has reference to the numerous express trains that bearing off from Didcot Junction travel over the main line to the Midlands, Staffordshire, Shropshire, Cheshire, and Lancashire, and also furnish a favourite and much-frequented route to North Wales. This extensive traffic is likewise subdivided into three portions—the first dealing with the direct road from London *via* Oxford and Leamington to Birmingham and Wolverhampton; the next taking up the journey at the latter point, and showing its continuations to Manchester *via* Wellington, and to Birkenhead for Liverpool *via* Shrewsbury and Chester; while the last is devoted to the picturesque western road that *via* Ruabon and through the Vale of Llangollen approaches Corwen, Bala, Festiniog, Dolgelly, Barmouth, and the watering-places of Cardigan Bay. Following this is the section which, leaving the previous route just below Oxford, crosses the Western Midlands to Evesham and Worcester; whence an extension in a north-easterly direction *via* Kidderminster, Stourbridge Junction, and Dudley, rejoins the former main route to Lancashire at Wolverhampton; while the Severn Valley branch takes a north-westerly course to Bridgnorth and Shrewsbury. Next we shall find another direct express service from Paddington to Malvern, Hereford, Abergavenny, Merthyr, and Aberdare, and *via*

the Vale of Neath to Swansea. In the ninth section we shall meet with a summary of preceding localities in South Wales in special relation to their connection by new and improved express services with Birmingham, Wolverhampton, and the Midlands.

The closing division relates to the new "West to North Expresses," which are amongst the most important railway services inaugurated during recent years. Describing the immense traffic gathered from the wide-reaching territory of the "*Great Western*" south and west of the Severn Tunnel, it shows its convergence at Bristol, and its transit thence to Pontypool Road. At this point it touches on its tributaries from South Wales, and at Hereford treats of further contingents from the Western Midlands. At Shrewsbury it indicates the main route to Chester for Liverpool *via* Rock Ferry or *via* Birkenhead, also for Manchester (*Exchange Station*) *via* Warrington. At this point it likewise details the transfer of certain through carriages for Manchester (*London Road Station*), Liverpool (*Lime Street Station*), and for Newcastle-on-Tyne *via* Crewe, Huddersfield, and Leeds. Hence, too, it shows the route of the expresses which *via* Crewe reach the Lake District, Carlisle, Edinburgh, and Glasgow for the Highlands. The total length of roads and waterways described within the scope of the work comprises an aggregate of some three thousand miles.

Paddington Station. Passing from the wide territory that is more or less dependent on the "*Great Western Railway*" for its means of transit, we turn our attention to its London terminus, Paddington Station—a huge edifice which contains six long platforms, numerous iron ways, and extensive accommodation for cabs, omnibuses, and other conveyances, some of which are constantly in attendance. Platforms Nos. 1, 2, 3, and 4, are those which are appropriated to departures, printed notices of outgoing trains being prominently displayed for the information of intending passengers. Arrivals take place at Nos. 4, 5, and 6. The whole of the platforms communicate with each other—at the eastern end by a road, and at the western end from a foot-bridge, while a wide subway affords similar facilities from the middle of the station. The principal platform, which adjoins the booking-offices, is well supplied with waiting-rooms. Here are two letter-boxes, one of which is especially designed for late-fee letters; a postal telegraph office, which is always open; and two bookstalls; also large refreshment-rooms with dining accommodation and an ample supply of luncheon-baskets. An additional letter-box will be found on No. 5 platform. A covered and paved subway at the eastern end affords direct communication with PRAED STREET (Paddington) for KENSINGTON (*High Street*) and other stations on the "Metropolitan

ailway." At the western end a covered gallery from the foot-bridge fords access to BISHOP'S ROAD (*Paddington*), which owns connections with the "*Great Western*" main-line and suburban services.

Railway Connections throughout London.

By means of its communications with *Bishop's Road* and *Praed Street* stations the "*Great Western Railway*" is brought into direct connection with all parts of the Metropolis. Frequent trains run eastward to *Edgware Road, Baker Street, Portland Road, Gower Street* (for Euston Station), *King's Cross* (for the St. Pancras and King's Cross termini), *Farringdon Street, Aldersgate Street, Moorgate Street, Bishopsgate,* and *Aldgate.* Westward, by *Royal Oak,* we can reach WESTBOURNE PARK; and through *Notting Hill* and *Ladbroke Grove, Latimer Road* and *Uxbridge Road,* come to KENSINGTON (*Addison Road*). Hence a further journey extending through *Earl's Court, Gloucester Road, South Kensington, Sloane Square, Victoria, St. James's Park, Westminster Bridge, Charing Cross, Temple,* and *Blackfriars,* communicates with the MANSION HOUSE. Another eastward service extends beyond Aldgate to *Mark Lane, Monument,* and *Cannon Street* stations, which in this direction precede the MANSION HOUSE. A further "*Metropolitan*" run leads to *New Cross* ("*South Eastern Railway*"). Again, by other trains over the same route, running westward to Westbourne Park, passengers may, after passing Latimer Road, reach *Shepherd's Bush, Hammersmith* (Broadway), and *Hammersmith* (Grove Road), whence *Ravenscourt Park, Turnham Green, Gunnersbury* and *Kew Gardens* lead to RICHMOND. Many of the "*Great Western*" main-line trains call at the well-known station of WESTBOURNE PARK, whence are frequent services to and from KENSINGTON (*Addison Road*) for direct connections with the "*London Brighton and South Coast*" and the "*London and South Western*" railways. The "West London Extension" line from Kensington (*Addison Road*) affords communication through *West Brompton, Chelsea,* and *Battersea,* with CLAPHAM JUNCTION.

Private Omnibuses at Paddington.

In addition to the railway services which bring Paddington into direct communication with all parts of the Metropolis, family parties can be supplied with private omnibuses belonging to the "*Great Western Railway Company,*" which accommodate six inside passengers and two outside, with a proportionate quantity of luggage. The minimum charge for these vehicles, if drawn by one horse, for a distance of four miles, is four shillings, with an additional charge of one shilling for every additional mile. The use of two horses entails a charge of six shillings for three miles and one shillings extra for every additional mile. These omnibuses shall

HOTELS

UNDER THE MANAGEMENT OF THE

GREAT WESTERN RAILWAY CO.

THE GREAT WESTERN ROYAL HOTEL, *adjoining the Paddington Terminus of the "Great Western Railway" and the Praed Street Station of the "Metropolitan Railway," is connected with both stations. The Hotel contains 250 Rooms, handsomely furnished and decorated. Every comfort and convenience, combined with moderate charges, are afforded to visitors. Table d'Hôte Dinner, open to non-residents, is served at separate tables from 5.0 to 8.0 p.m.*

QUEEN'S ROYAL HOTEL, Swindon Station,

RE-FURNISHED AND RE-DECORATED.

For St. Ives, see page 169.

TRECENNA CASTLE HOTEL, ST. IVES, CORNWALL.

TRECENNA CASTLE HOTEL *is situated in th centre of St. Ives Bay. The building stand within its own grounds of nearly one hundred acres, overlooking the bay. Magnificent sea views. Air delightfully pure and bracing. Billiards, Croquet, Lawn Tennis, Archery, Cricket, & Private Road to Beach for Bathing.*

SOUTH WALES HOTEL, NEW MILFORD

is adjacent to the Station, and overlooks Milford Haven. The Hotel is open at night for passengers arriving from or departing by the steamers sailing between New Milford, Waterford, and Cork. Coffee Room. Private Sitting Rooms. Billiard Room.

HOTEL PORTERS meet all principal trains, and convey Passengers' luggage to and from the Hot *free* of charge. TELEGRAMS will be sent *free* of charge for apartments, &c., to be reserv in any of the Company's Hotels, on Passengers stating their requirements to the Station Masters at a of the principal stations on the "Great Western Railway."

REVISED TARIFFS on application to the respective Managers, or to S. D. Buott, Manager the Hotels and Refreshment Rooms Department, Great Western Royal Hotel, Paddington Station.

For New Milford, see page 251.

ordered twelve hours in advance by letter or telegram addressed to the Superintendent of Paddington Station; and passengers proceeding from the country to London should endeavour to give twenty-four hours' notice of their requirements. Fixed services of omnibuses are also provided between Paddington and the City, the routes being either *via* Oxford Street and Holborn, or *via* Regent Street, Charing Cross, and the Strand.

Train Departures from Paddington. The principal express departures from Paddington Station comprise six distinct sets of trains. Although a larger number of destinations are actually in view, yet many of these are served by separate portions, which for a certain distance travel with the main-line expresses. Such transfers frequently take place at important junctions, as at Slough, for Windsor; Maidenhead, for Great Marlow, High Wycombe, and Aylesbury, also *via* Thame for Oxford; Twyford, for Henley-on-Thames; Reading, for the Berkshire, Hampshire, and Wiltshire lines; Didcot, for Oxford, Leamington, Birmingham, and the North Midlands; Oxford, for Worcester and the West Midlands; Swindon, for Gloucester and Cheltenham; Gloucester, for Cheltenham and Hereford; Chippenham, for Weymouth; Bristol, for Cardiff *via* the Severn Tunnel; Taunton, for Minehead, Chard, Barnstaple, and Ilfracombe; Newton Abbot, for Torquay, Paignton, Dartmouth, and Moretonhampstead; Plymouth, for Princetown, Tavistock, and Launceston; Bodmin Road, for Bodmin and Wadebridge; Lostwithiel, for Fowey; Par, for Newquay and Fowey; Truro, for Falmouth; and Gwinear Road, for Helston.

West of England, Weymouth, and Channel Islands Expresses. Amongst the chief departures of the day are the West of England Expresses, which include the famous "Flying Dutchman," the "Cornishman," the "Zulu," and other fast trains. Noteworthy features belonging to the West of England traffic are the direct connections made by certain expresses at Plymouth with the outward or homeward steamers of the "*Peninsular and Oriental Steam Navigation Company*," the "*Orient Steam Navigation Company*," and similarly popular ocean lines. During recent years large numbers of invalids from the North of England and Scotland have in the winter months resorted to the sunny shores of South Devon and Cornwall. Closely connected with the trunk line are the trains which travel *via* Chippenham to Weymouth. The Boat Express runs in connection with the steamers of the "Short Sea Route" that sail to Guernsey and Jersey. The Berkshire and Hampshire line, by way of Newbury, Hungerford, and Savernake, communicates with Marlborough, and *via* Devizes and Trowbridge supplies a *supplementary* route to Bath and Bristol. Further details of the

towns and districts associated with the foregoing train services are furnished in Sections II. and III. of the present work.

Gloucester, Cheltenham, Hereford, and South Wales Expresses. In taking up the main-line services to Newport (Monmouthshire), Cardiff, Gloucester, Hereford, and South Wales for Waterford, Cork, and South Ireland, we have to deal with two distinct routes. The first is followed by the series of expresses which communicate direct with Newport, Cardiff, and South Wales *via* the Severn Tunnel. The second is the original route *via* Gloucester to Newport, Cardiff, Swansea, Llanelly, Carmarthen, Cardigan, Tenby, and New Milford, which also affords access *via* Gloucester to Cheltenham, Malvern, Hereford, and to Ross for the Wye Valley. Further details of the towns and districts associated with these train services will be found in Sections IV. and V. of the present work.

Midland Counties and Northern Counties Expresses. The express services over the main line to the Midlands and Lancashire serve Abingdon, Oxford, Banbury, Leamington, Warwick, Stratford-on-Avon, Birmingham, Wolverhampton, Wellington, Manchester, Shrewsbury, Aberystwyth, Wrexham, Chester, and Rock Ferry for Liverpool (*Central Station*), also Birkenhead for Liverpool (*Landing Stage*). The North Wales extension from Ruabon likewise provides the means of communication with Llangollen, Corwen, Bala, Festiniog, Blaenau Festiniog, Dolgelly, and Barmouth. Further details of the towns and districts associated with these train services are given in Sections VI. and VII. of the present work.

Western Midland Counties and Vale of Neath Expresses. When speaking of the Western Midlands in relation to the "*Great Western*" system, we allude to that portion of country which lies to the north-west of Oxford, and has its principal centre at Worcester, whence a bifurcation of the main line affords a north-eastern route through Kidderminster to Stourbridge, Dudley, and Wolverhampton; while the south-westerly road affords a supplementary track *via* Malvern to Hereford, Abergavenny, and Pontypool Road, also to Swansea *via* Aberdare and the Vale of Neath. Beyond Worcester an extension, known as the Severn Valley Branch, affords a road through Bewdley and Bridgnorth to Shrewsbury. Further details of the towns and districts associated with these train services are supplied in Sections VII. and VIII. of the present work.

Suburban Residential Services. Although much of the suburban and season-ticket traffic which passes over the "*Great Western*" main line and its branches as far as Reading is contributed by the numerous City and other services that respectively start from *Hammersmith*, *Cannon Street*, Kensington (Addison Road),

Aldgate, Mark Lane, Victoria, and *Broad Street,* yet a large number of passengers depart from the terminus at *Paddington.* Reading as a favourite residential resort certainly occupies a unique position. Having been made the first stopping-point for the chief fast trains it is reached within fifty minutes, although thirty-six miles distant from London. Some twenty expresses pausing daily at Reading are supplemented by thirteen ordinary services. Several trains of the latter series stop at West Drayton for Uxbridge or Staines, the former being likewise accommodated by some additional services. Windsor is not only served *via* Slough by the twelve trains just named, but also has ten others daily starting direct from Paddington. All the ordinary Reading trains also stop at Maidenhead for the Great Marlow, Wycombe, Aylesbury, Thame, and Oxford branch, and these are supplemented by additional services from Paddington which run through to Aylesbury or to Oxford. Stoppages are also made at Twyford in connection with other branch trains to Henley-on-Thames. The services that are connected with such popular suburban spots as Acton, Ealing, Hanwell, Southall, Hayes, and other residential places, are too numerous to be mentioned in detail. Speaking generally, the down services usually correspond with a duplicate number of up trains. Further details relating to the towns and districts connected with these departures and arrivals will be found duly noticed in Section I. of the present work.

Special Tourist Arrangements. The foregoing explanatory paragraphs solely relate to the normal state of the passenger traffic arrangements of the "*Great Western Railway*"—that is to say, the services named, with certain slight alterations, may mostly be relied on throughout the year. In an "*Official Guide*" designed for constant reference such a course has been deemed advisable, but the summer tourist or excursionist should remember that during holiday seasons many supplementary trains are provided to all parts of the system. At this period of the year certain special booking arrangements and travelling facilities are also in operation, which for a moderate outlay afford a most attractive series of short or extended tours throughout England, Wales, Ireland, or Scotland. Tourist programmes and every information on this subject can be obtained at all the stations and booking-offices belonging to the "*Great Western Railway.*"

American Tourist Traffic. Special attractions are offered to American tourists from Liverpool to London, who are allowed ten days to complete their journey, and by travelling from Birkenhead *via* Chester, Shrewsbury, and Birmingham, may reach Leamington, *a charming* centre for visits to Kenilworth, Coventry, *Warwick, and* Stratford-on-Avon. They can also pause at

Kidlington for the branch to Blenheim and Woodstock, and visit Oxford before completing their journey to London. In addition to the "Royal Route" just named, two picturesque alternatives are suggested—viz., *via* Worcester, or *via* Hereford and Gloucester. Indeed, many travellers from America avail themselves of two routes, taking the one on the outward journey to London, and the other on the homeward journey to Birkenhead for Liverpool. American visitors in London can obtain full particulars of these arrangements on application to Mr. T. I. Allen, Superintendent of the Line, Paddington Station; at Chester Station, of Mr. G. Grant, Divisional Superintendent; and in Liverpool, of Mr. Davies, at the offices of the "*Great Western Railway*," 11, James Street.

Excursion Facilities. Excursion facilities, cheap return tickets for day journeys, and bookings from Saturday to Monday at special rates, are very liberally supplied on the "*Great Western*" system. Many inducements are offered for trips to all parts of the beautiful Thames Valley with its countless attractions for artists, carsmen, and anglers. Picnic and pleasure parties of not less than six first-class, or not less than ten second- or third-class, passengers may also for destinations within thirty miles obtain cheap return tickets from the principal stations of the system. For parties of thirty first-class or fifty second- or third-class passengers and upwards travelling to places beyond thirty miles from any station special arrangements can also be made on application to the Superintendent of the Line. Applications for excursion facilities may likewise be made to the Divisional Passenger Superintendents of the respective districts (*see page* 15) three days in advance of the proposed journey.

Train Accommodation. Passengers about to travel by the "*Great Western*" may feel assured of excellent third-class carriages, with well-lighted compartments, stuffed seats, and foot-warmers. Corridor trains for first-, second-, and third-class passengers—with reserved compartments for ladies, smoking saloons, and lavatory compartments—are also run to the West of England, South Wales, and the Midland Counties. Reserved first-class compartments may be engaged by the payment of four fares. Saloon, family, and invalid carriages can be supplied; and may be transferred for through journeys to any destination in Great Britain or Wales. Through vehicles for the principal "*Great Western*" stations are also attached to the leading expresses.

Refreshment and Hotel Department. Admirable refreshment arrangements exist throughout the system, also on board the Channel Island *steamers*. Refreshment-rooms are opened at the *principal stations*; and luncheon or tea baskets, provided with

necessary fittings, may be obtained at Paddington, Swindon, Trowbridge, Bristol (*Temple Meads*), Taunton, Exeter (*St. David's*), Plymouth (*Mill Bay* and *North Road*), Gloucester, Hereford (*Barr's Court*), Newport, Cardiff, Neath, Oxford, Worcester (*Shrub Hill*), Birmingham (*Snow Hill*), Shrewsbury, and Chester. Notice for hot luncheons must be given in advance to the guard, who will without charge telegraph to the station where they are required to be supplied. It is well, in order to avoid possible disappointment, to give similar instructions for cold luncheons; and these can likewise be obtained at Leamington and Wolverhampton. First-class dining and luncheon carriages are attached to two of the chief morning and evening expresses which are run between Paddington, Bristol, and Cardiff. The "Great Western Royal Hotel," Paddington, which is connected with the platforms of the terminus by a covered way; the "Tregenna Castle Hotel," St. Ives; the "South Wales Hotel," New Milford; and the "Queen's Royal Hotel," Swindon Station, afford superior accommodation for visitors, and are under the management of the Company.

Railway Bookstalls. Throughout the "*Great Western*" system will be found the excellent bookstalls of Messrs. W. H. Smith and Son. The principal bookstall of the two which are situated on the chief departure platform at Paddington, occupies a central position near the refreshment-rooms. It is supplied with a large assortment of publications, including the latest issues of the weekly press and the monthly periodicals, as well as a vast choice of current literature. Here, too, may be obtained the "*Time Tables of the Great Western Railway*," also the volumes belonging to the "*Official Series of Illustrated Railway Guides*" which are published by Cassell and Company, Limited. The London dailies likewise on sale include the *Daily Chronicle, Daily Graphic, Daily Mail, Daily News, Daily Telegraph, Financier, Financial News, Financial Times, Morning, Morning Advertiser, Morning Leader, Morning Post, Sporting Life, Sportsman, Standard,* and the *Times*. The evening papers comprise the *Echo, Evening News, Evening Standard, Globe, Pall Mall Gazette, St. James's Gazette,* the *Star,* and the *Sun*. Amongst other noteworthy numbers are daily newspapers from *Bristol, Birmingham, Cardiff, Liverpool,* and *Plymouth;* and weekly issues from *Hereford, Reading,* and *Worcester;* also the *Lock to Lock* and *The River,* two boating papers.

Luggage Regulations. One important matter remains to be noticed, and this has relation to the quantity of free luggage which may be taken by each passenger. First-class passengers are allowed 120 lbs.; second-class, 100 lbs.; and third-class, 60 lbs. Any luggage in excess of these weights is subject to a charge of one farthing per lb. for distances up to 50 miles,

one halfpenny from 50 to 150 miles, three farthings from 150 to 300 miles, and one penny for distances over 300 miles; but no excess rate is levied unless the charge amounts to sixpence. Passengers wishing luggage to be conveyed between Paddington and Bishop's Road or Praed Street stations should employ transfer porters, who are authorised to charge twopence for each package. Having, we trust, by these preliminary notes facilitated the pleasant progress of our travellers' journeys, we will proceed to treat of the various express services which are associated with the "*Great Western Railway*" and its connections.

London Cab Fares from Paddington Station.

It may be helpful to strangers and others arriving at Paddington to know the cab fares between the "*Great Western*" terminus and the principal railway stations of London; also to have similar information for a few of the more important public buildings or localities in the West End and the City.

FARES FOR TWO PERSONS FROM PADDINGTON STATION TO

Aldersgate Street	*Metropolitan Railway*	2/-
Cannon Street	*South Eastern Railway*	2/6
Charing Cross	*South Eastern Railway*	1/6
Euston Square	*London and North Western Railway*	1/6
Farringdon Street	*Metropolitan Railway*	2/-
Fenchurch Street	*Great Eastern Railway*	2/6
Holborn Viaduct	*London, Chatham and Dover Railway*	2/-
King's Cross	*Great Northern Railway*	1/6
Liverpool Street	*Great Eastern Railway*	2/6
London Bridge	*London, Brighton and South Coast Railway*	2/6
London Bridge	*South Eastern Railway*	2/6
Mansion House	*Metropolitan District Railway*	2/-
Moorgate Street	*Metropolitan Railway*	2/6
St. Pancras	*Midland Railway*	1/6
St. Paul's	*London, Chatham and Dover Railway*	2/-
Victoria	*London, Brighton and South Coast Railway*	1/6
Victoria	*London, Chatham and Dover Railway*	1/6
Waterloo Bridge	*London and South Western Railway*	2/-

Lord's Cricket Ground	Madame Tussaud's	South Kensington Mus.	1/-
Covent Garden Somerset House	Horse Guards War Office	National Gallery Zoological Gardens	1/6
General Post Office Law Courts	Holborn Circus Ludgate Circus	Houses of Parliament St. Paul's Cathedral	2/-
Bank of England Mansion House	Custom House Royal Exchange	Guildhall Tower of London	2/6

The driver is entitled to a payment of 2d. for every package of luggage carried outside the cab. The above fares are for two persons; for every additional adult passenger 6d., and for every additional child under 10 years of age 3d. extra is charged.

—MAP—

OF THE

London District,

IN

DIRECT CONNECTION

WITH

FALMOUTH,	EXETER,	PLYMOUTH,
TORQUAY,	WESTON-SUPER-MARE,	ILFRACOMBE,
TEIGNMOUTH,	BRISTOL,	DAWLISH,
TAUNTON,	CARDIFF,	BATH,
NEWPORT,	CARMARTHEN,	SWANSEA,
TENBY,	ROSS,	MILFORD,
HEREFORD,	LEAMINGTON,	GLOUCESTER,
MALVERN,	BIRMINGHAM,	CHELTENHAM,
WORCESTER,	STRATFORD-ON-AVON,	WOLVERHAMPTON,
WARWICK,	DOLGELLEY,	SHREWSBURY,
LLANGOLLEN,	CHESTER,	BARMOUTH,
BIRKENHEAD,	READING,	MANCHESTER,
OXFORD,		WINDSOR,
PENZANCE,		

IRELAND,

AND THE

CHANNEL ISLANDS,

BY THE

EXPRESS SERVICES

OF THE

GREAT WESTERN RAILWAY.

GREAT WESTERN RAILWAY.

THROUGH COMMUNICATION

VIA

WESTBOURNE PARK JUNCTION,

BETWEEN

THE GREAT WESTERN RAILWAY

AND PLACES SOUTH OF THE THAMES,

AND ALSO WITH THE

Metropolitan and District Railways.

Trains run at frequent intervals from

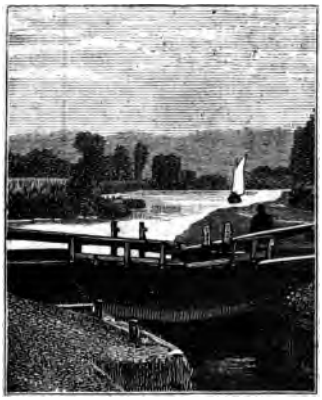
WESTBOURNE PARK JUNCTION,

to or in connection with Trains for all the undermentioned places, viz. :—

Balham
Battersea
Blackfriars
Brompton (Glo'ster Rd.)
Charing Cross
Croydon
Chelsea
Clapham Junction
Crystal Palace
Earl's Court
Epsom
Gunnersbury
Hammersmith
Hampton Wick
Hampton Court
Hounslow
Kensington (Addison Road)
Kensington (High St.)
Kew Bridge
Kew Gardens
Kingston
Mansion House (City)
Notting Hill and Ladbroke Grove
Richmond
Putney Bridge
St. James's Park
Shepherd's Bush
Sloane Square
South Kensington
Streatham Hill
Teddington
Temple
Turnham Green
Twickenham
Uxbridge Road
Victoria (Pimlico)
Victoria (District Ry.)
West Brompton
Westminster Bridge
Wimbledon

THE LONDON AND SUBURBAN SERVICES.

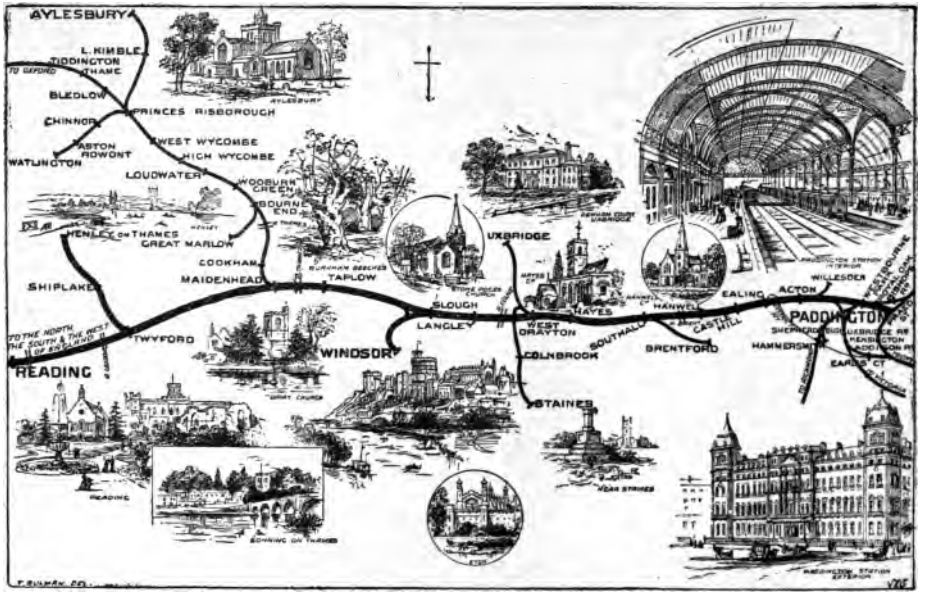
I.—PADDINGTON, BISHOPSGATE, MOORGATE STREET, KING'S CROSS, KENSINGTON (*Addison Road*), RICHMOND, AND HAMMERSMITH TO WESTBOURNE PARK; ACTON; EALING; BRENTFORD; UXBRIDGE; STAINES; SLOUGH; WINDSOR; MAIDENHEAD; GREAT MARLOW; HIGH WYCOMBE; AYLESBURY; THAME; OXFORD; HENLEY; AND READING.



THE THAMES, OLD WINDSOR LOCK.

THE wide expanse of salubrious countryside covered by the suburban services of the "*Great Western Railway*" comprises much of the choicest scenery in Middlesex, Buckinghamshire, Berkshire, and Oxfordshire. Within this area are populous suburban districts, prosperous towns, and pretty rural or riverside villages, alike abounding in residential mansions or charming villas. Excellent railway facilities are afforded to and from Paddington, and numerous additional trains furnish means of communication with all parts of the City and the West End.

Several of the more favoured spots on the "*Great Western*" are situated either on its main line to the West of England, or in such close proximity as to practically share in its express services. The trunk route emanating from *Paddington* terminus is in direct connection with *Bishop's Road* and *Praed Street*, at which stations trains arrive every few minutes from New Cross, Aldgate, Bishopsgate, Moorgate Street, and King's Cross; also from the Mansion House, Kensington, Richmond, Kew, and Hammersmith. Other connections are made at *Westbourne Park*, which is an important junction for the "*London, Chatham and Dover*," "*London, Brighton and South Coast*," and "*London and South Western*" railways. Acton is also served by trains from *Broad Street* station (*City*) *via* Willesden Junction, which run on through Ealing to Southall. *Ealing* (*Broadway*) is likewise a terminus for the



ROUTE MAP.—I. LONDON TO WINDSOR, MAIDENHEAD, HENLEY, AND READING.

services that come *via* the "*District Railway*" from Mansion House. At Southall is the junction for Brentford; at West Drayton a northern branch communicates with Uxbridge, and a southern line with Staines; and at Slough is the branch for Windsor. At Maidenhead diverges an important line, which after parting with a short branch to Great Marlow bears away in a north-westerly direction to High Wycombe, and thence extends to Princes Risborough for the Aylesbury and Watlington services, while the trunk route continues through Thame to Oxford. From Twyford Junction diverges the line to Henley-on-Thames. The suburban services may be said to terminate at Reading, which, owing to its pleasant surroundings and riverside attractions, supplemented by the advantages of express services from Paddington, is now one of the most popular residential towns within fifty minutes' ride of London.

Chief amongst the picturesque tourist districts which are easily reached from the Metropolis is the beautiful Thames Valley, a long vista of lovely English countryside, traversed by the main lines and branches of the "*Great Western Railway*," here possessing some twenty riverside stations. Beyond its countless attractions for oarsmen or anglers who make their headquarters at one or another of the comfortable hotels which here abound, the "royal river" has likewise become a favourite resort of tourists, who avail themselves of the summer sailings afforded by Messrs. Salter Brothers' admirably appointed Oxford and Kingston steamers. The combined railway and river daily or monthly "*Thames Valley Circular Tour Tickets*," issued from *Paddington Station* on each weekday during the summer months, are available in connection with the water services of these favourite boats. They can also be joined by passengers holding similar tickets from Westbourne Park, Ealing, Staines, Windsor, Maidenhead, Great Marlow, Henley, Reading, Pangbourne, Goring, Wallingford, Bath, and Bristol; likewise by others from Birmingham, Leamington, Banbury, Worcester, Oxford, and Abingdon (*see page* 277). Full particulars of these attractive river trips can be obtained at the principal stations, offices, and agencies of the "*Great Western Railway*;" also of Messrs. Salter Brothers, Folly Bridge, Oxford.

DURING the year 1835 an Act of Parliament was obtained for the construction of a railway intended to unite the seaport of Bristol with London. This line was first opened in 1838, when it extended no farther than Maidenhead; in 1839 it reached Twyford; in 1840 Faringdon Road; and in June, 1841, the line to Bristol was completed, which subsequently furnished a nucleus for the "Great *Western Railway*." Departing from London by one of the numerous expresses which pause at Reading, we soon reach

WESTBOURNE PARK,

Fares—1st, -/4; 2nd, -/3; 3rd, -/1½. Return—1st, -/6; 2nd, -/4; 3rd, -/3.
Season Tickets from Paddington—1st, £5; 2nd, £3 15s.
" " " Moorgate Street—1st, £11; 2nd, £8.

Westbourne Park owns direct connection *via* UXBRIDGE ROAD, KENSINGTON (*Addison Road*), WEST BROMPTON, CHELSEA, and BATTERSEA with the "*London, Chatham and Dover*" and the "*London, Brighton and South Coast*" railways at VICTORIA. In addition to the main-line and local services of the "*Great Western Railway*," trains run hence every ten minutes for *Hammersmith via Notting Hill*, and for *Aldgate via Royal Oak*; also half-hourly for *Kensington* (*Addison Road*) and the *Mansion House*, and hourly to *Richmond*. Platform No. 1 is appropriated to the trains for Hammersmith; No. 2, an island platform, on one side accommodates the trains to Aldgate, and on the other the down main-line "*Great Western*" expresses. No. 3, also an island platform, is allotted to the up main-line expresses, and the down suburban and local services; while the up local trains to Paddington run from No. 4 platform. A letter-box is in the booking-office, and another on No. 2 platform. Nos. 1 and 2 platforms are supplied with bookstalls and refreshment-rooms. The combined railway and river "*Thames Valley Circular Tour Tickets*," issued from Westbourne Park on each weekday during the summer months, are available in connection with the sailings of Messrs. Salter Brothers' Oxford and Kingston steamers (*see page* 277).

Then passing the West London Junction, we reach Wormwood Scrubbs, and run over Old Oak Common to

ACTON,

Fares—1st, -/8; 2nd, -/5; 3rd, -/4. Return—1st, 1/2; 2nd, -/9.
Annual Season Tickets from Paddington—1st, £9; 2nd, £7.
" " " " Moorgate Street—1st, £15; 2nd, £10.

4¼ miles from Paddington. Trains are also run to Acton from BROAD STREET (*City*) *via Willesden Junction*. The populous residential district of Acton was in history intimately associated with the great Civil War. Here lived Skippon, the Parliamentary general, also Sir Matthew Hale and his friend Richard Baxter, who here wrote his "*Saints' Rest*." The Post Office is in High Street. (*Population*—24,207.) Press—*Acton Gazette*. We next reach

EALING,
Broadway,

Fares—1st, 1/-; 2nd, -/7; 3rd, -/5½. Return—1st, 1/6; 2nd, 1/-.
Annual Season Tickets from Paddington—1st, £10; 2nd, £7 10s.
" " " " Moorgate Street—1st, £16; 2nd, £12.

6 miles from Paddington. Ealing has two "*Great Western*" stations—one being in the *Broadway*, and the other, *Castle Hill*,

at Ealing Dean. Ealing parish church is a renovated building in the Romanesque style, and in it are preserved some ancient monuments. At Fordhook House, on Ealing Common, once resided the great novelist Henry Fielding, and while there wrote "*Tom Jones*" and "*Amelia*." The same house was afterwards tenanted by Lady Byron, and in its drawing-room the poet's beloved daughter Ada was married by special licence to Lord King, now the Earl of Lovelace. The Princess Helena College and High School for Girls, which was originally founded in 1820 (in memory of the Princess Charlotte) as a training school for the education of the orphan daughters of officers, clergymen, and members of the Civil Service, now ranks amongst the chief educational foundations of the country. It was removed from Regent's Park to Ealing in 1882, and in 1886 it was incorporated by royal charter. The commodious school-house, standing within its spacious grounds, is designed for the accommodation of both resident and day pupils. The president of the college is H.R.H. the Princess Christian of Schleswig-Holstein (the Princess Helena of Great Britain and Ireland) and Miss Margaret Williamson is the lady principal. Probably the best-known school for boys is Ealing Grammar School, which was founded by Lady Byron in 1835, and now possesses an excellent reputation for the successes which have been obtained under the direction of the present proprietors. The General Post Office is in the Broadway. The Company's agents are Messrs. Jeayes, Kasner, and Company. The combined railway and river "*Thames Valley Circular Tour Tickets*," issued from Ealing on each weekday during the summer months, are available in connection with the sailings of Messrs. Salter Brothers' Oxford and Kingston steamers (*see page* 277). (*Population*—23,978.) Press—*Middlesex Times, West Middlesex Standard.*

Very soon after leaving the Broadway station we arrive at CASTLE HILL (*Ealing Dean*), and then reach HANWELL AND ELTHORNE. Crossing the Brent valley by the Wharncliffe viaduct, we speed on to SOUTHALL, whence a short line extends to

BRENTFORD,

Fares—1st, 1/6; 2nd, 1/2; 3rd, -/10. Return—1st, 2/3; 2nd, 1/9.

12½ miles from Paddington. Brentford, an ancient market town adjoining the Thames, was formerly a place of some county importance, but is now noteworthy for its chemical works, timber-yards, and breweries. A market is held on Tuesday. The Post Office is in the Market Place. (*Population*—13,736.) Press—*Middlesex Independent.*

Again progressing westward, we cross the Grand Junction Canal, and arrive at HAYES AND HARLINGTON. Thence we pass to WEST DRAYTON AND YIEWSLEY, on the border of Middlesex.

where it is separated from Buckinghamshire by the river Colne. West Drayton is the junction for

UXBRIDGE,

Fares—1st, 2/6; 2nd, 1/7; 3rd, 1/3. Return—1st, 3/9; 2nd, 2/8.
Annual Season Tickets from Paddington—1st, £10; 2nd, £14 10s.
" " " " Moorgate Street—1st, £24 12s. 6d.; 2nd, £18 15s.

16 miles from Paddington. Uxbridge is an ancient borough dating from the days of the Saxons. Here, before the breaking-out of the Civil War, a vain attempt was made to obtain some peaceable agreement, and the house, with the room in which the Presbyterians and the Royal Commissioners held their meetings, is still visible, having been converted into an inn, called the "Crown and Treaty." Chalfont St. Giles, where Milton finished "*Paradise Lost*," is also in this neighbourhood. The General Post Office is in High Street. A market is held on Thursday, and Wednesday is an early-closing day. Hotels—"King's Arms" and "Chequers." (*Population*—8,206.) Press—*Middlesex Advertiser, Uxbridge Gazette.*

Another branch line from WEST DRAYTON leads by way of COLNBROOK and RUNNEMEDE RANGE to

STAINES,

Fares—1st, 2/9; 2nd, 1/9; Parl., 1/4½. Return—1st, 4/10; 2nd, 3/-.

20 miles from Paddington. Here the chief attraction is the river. During the summer months the town, owing to its convenient proximity to London, becomes a favourite resort for boating men. Amongst the more interesting features of the neighbourhood are the famed field of Runnymede and Magna Charta Island, memorable for the signing of the Royal Charter by King John on the 12th of June, 1215. The Town Hall and the parish church of St. Mary's are the principal public buildings. The General Post Office is in High Street. The extensive works of the Staines Linoleum Manufacturing Company, together with mustard mills and breweries, are flourishing local industries. Combined railway and river "*Thames Valley Circular Tour Tickets*," issued from Staines on each week-day during the summer months, are available in connection with the sailings of Messrs. Salter Brothers' Oxford and Kingston steamers (*see page* 277). Hotel—The "Angel." (*Population*—5,060.) Press—*Middlesex and Surrey Express, West Middlesex Herald.*

Again on the main line at WEST DRAYTON, we run by LANGLEY, and soon pass on our right the nurseries of Messrs. James Veitch and Sons, of Chelsea, while on the left are those belonging to Mr. Charles Turner, of Slough. We then notice the buildings of the British Orphan Asylum, and also obtain a distant *view of Windsor Castle*, as we approach

SLOUGH

(*For Windsor, and the Burnham Beeches*),

Fares—1st, 3/-; 2nd, 2/-; 3rd, 1/6. Return—1st, 5/-; 2nd, 3/6.
Annual Season Tickets from Paddington—1st, £26 10s.; 2nd, £20.
" " " " Moorgate Street—1st, £26 10s.; 2nd, £20.

18½ miles from Paddington. The little Buckinghamshire town of Slough has, since the development of its railway facilities, become a favourite place of residence, having several attractive villas, especially in the neighbourhood of Upton Park. It will be remembered in connection with the discoveries of Herschel, the great astronomer, who here had his observatory. The parish church and the various public buildings are all of recent date. In High Street is the General Post Office. About four miles from the railway station is Stoke Poges, memorable as the spot where the poet Gray composed his "*Elegy in a Country Churchyard.*" Another favourite drive is to the romantic woodland scenery that surrounds the famous Burnham Beeches, which are owned by the Corporation of London, and are considered to rank amongst the finest specimens of ancient forest timber. During the months of June, July, August, and September they may be visited by means of coaches, which run three times daily in connection with trains to and from Slough Station. The through third-class return fare from any "*Great Western*" London station is three shillings, and equally low rates are charged from certain stations on the "*Metropolitan,*" the "*District,*" and the "*North London*" railways. At Slough station are a letter-box, a telegraph office, and a bookstall. (*Population*—5,427.) From Slough a branch line of some two miles extends southward, and passing the towers of Eton affords communication with

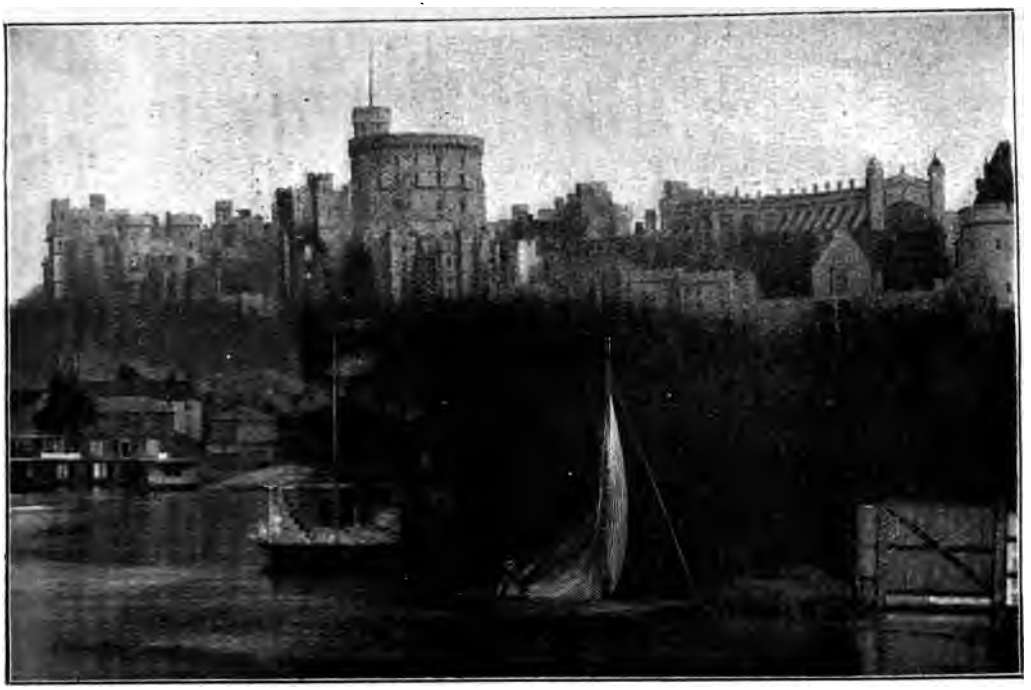
WINDSOR

(*For Eton*),

Fares—1st, 3/6; 2nd, 2/3; Parl., 1/9. Return—1st, 5/6; 2nd, 4/-.
Annual Season Tickets from Paddington—1st, £24; 2nd, £18.
" " " " Moorgate Street—1st, £26 10s.; 2nd, £20.

21½ miles from Paddington. When Swift visited this town, in the reign of Queen Anne, he wrote, "Windsor is a delicious situation, but the town is a scoundrel"; and of a verity the town, although most pleasantly situated on the Thames, and greatly improved since the days of Swift, is still not in itself very impressive, but the castle and the scenery surrounding it compensate for all.

Windsor has been the seat of royalty for more than eight hundred years, for there was a palace here even in the days of our old West Saxon kings. The original Norman fortress was a place of comparatively small importance, built by William the Conqueror to use when he came here hunting; and it remained thus until Henry I. *greatly extended* and strengthened it. But it was King Edward III.



WINDSOR CASTLE.

(From a photograph by Messrs. J. Russell & Sons, London and Windsor.)

who lavished his wealth upon it with the greatest liberality. It was his birthplace, and, assisted by William of Wykeham, he added vastly to its size, strength, and magnificence: During his reign St. George's Hall was finished, a new royal suite of apartments built, with a great portion of the upper ward and other sections of the existing castle. Luxurious Edward IV. added the Chapel of St. George, Henry VII. increased the number of State rooms, and Queen Elizabeth constructed the North Terrace. Charles II. built the Star Chamber, and introduced improvements in what he called "the French taste"; while George III. repaired, restored, and harmonised the entire Castle, enlarging the rooms, giving it greater convenience as a modern residence, and erecting some additional buildings.

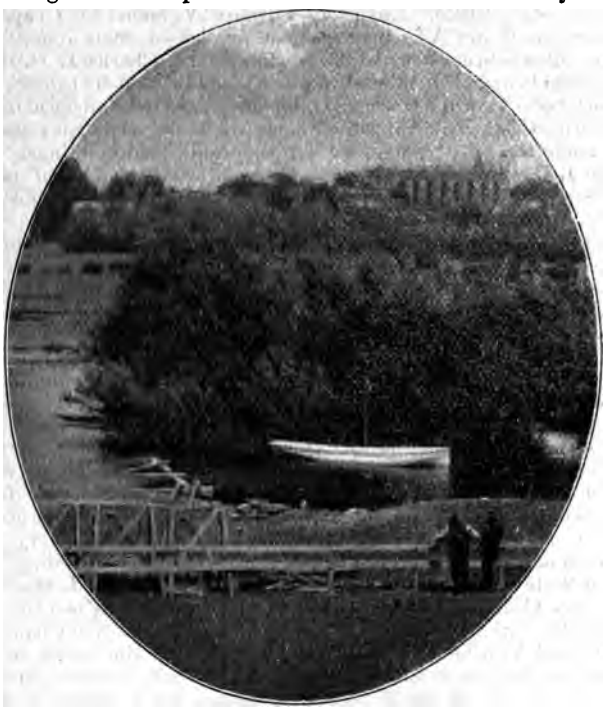
In the vaults of St. George's Chapel rest the bodies of many English monarchs—Henry VIII. and Lady Jane Seymour his queen, George III. and his queen, Charles I., and others. The late Duke of Albany's tomb is here, also that of the Princess Charlotte. In this Chapel the installation of Knights of the Garter takes place. The Wolsey Chapel has been restored and beautified by the Queen in memory of her deeply-lamented consort, Prince Albert. In the Round Tower that royal poet, James I. of Scotland, was confined before he ascended the throne, and there he fell in love with Lady Jane Beaufort, the beautiful grand-daughter of John o' Gaunt, who afterwards became his queen. The view from this tower is of the most varied and fascinating description.

During the absence of the Queen the State apartments may be seen on any Monday, Tuesday, Thursday, Friday, or Saturday, between eleven and four from April to October, and eleven to three from November to March, with free tickets, obtained from the office of the Lord Chamberlain. The royal stables may be visited every day between one and three. The entrance is on the Castle Hill. The grand State apartments, to which admission is permitted, are—the Audience Chamber, the Presence Chamber, the Guard Chamber, the Grand Reception Room, St. George's Hall, the Waterloo Chamber, the Grand Vestibule, the State Ante-Room, the Zuccarelli Room (so called because it contains specimens of that famous painter's works), and the Vandyke Room, so named for a similar reason. Attendants go round with parties of visitors once in every quarter of an hour.

Orders to view the private apartments of the Castle are rarely granted, but may be obtained under special circumstances by direct application to the Lord Chamberlain. The Albert Memorial Chapel, where repose the remains of H.R.H. the late Duke of Clarence, may be seen on the same days as the state apartments, between the hours of twelve and three; St. George's Chapel on every day but Wednesday, from half-past twelve until four o'clock; the Round

Tower every day (except Saturday, Sunday, and Bank Holidays), from eleven to four in summer, and eleven to three o'clock in winter; and the East Terrace between two and six o'clock on Saturday and Sunday, when the Court is absent.

The gardens and parks of the Castle are full of beauty. The



A DISTANT VIEW OF ETON COLLEGE.
(*From a photograph by Messrs. York & Son, Notting Hill, W.*)

two principal drives are the well-known Long Walk and Queen Anne's Ride, each some three miles in length. From the terraces are views of the most delightful character, extending over the valley of the Thames. At the termination of the Long Walk is Virginia Water, planned out in imitation of Nature's wildest and most romantic haunts. A little way off is the royal residence of Frogmore.

Windsor Forest is noteworthy for its picturesque woodlands. A most readable and helpful handbook for visitors is "*The Governor's Guide to Windsor Castle*," by the Marquis of Lorne, K.T., which is published by Messrs. Cassell and Company, Limited.

Passing over the iron bridge, the tourist will find himself in Eton, so famous for its College, established by Henry VI. in 1442. The Windsor Post Office is in High Street. A weekly market is held on Saturday, and Wednesday is an early-closing day. Windsor Station is supplied with a telegraph office, a bookstall, and refreshment-rooms. Combined railway and river "*Thames Valley Circular Tour Tickets*," issued from Windsor on each weekday during the summer months, are available in connection with the sailings of Messrs. Salter Brothers' Oxford and Kingston steamers (*see page* 277). The leading hotels are the "White Hart" and the "Castle." The "Christopher" and the "Bridge House" are at Eton. (*Population*—12,327.) Press—*Windsor Express.*

At SLOUGH we resume our journey, leaving behind us, on the left, Stoke Park, at one time the property of the famous author of "*Coke upon Littleton*," and so reach TAPLOW, in Buckinghamshire, noted for the loveliness of its riverside scenery. Not very far distant is Cliveden, near the splendid seat of the Duke of Westminster. Taplow Court stands near the church, and commands grand views over Windsor Forest and the Thames. Here is the nearest point for Maidenhead Bridge, and the station is consequently much used by picnic and pleasure parties, anglers, and boating men. Leaving Taplow, the train soon crosses the Thames, and approaches

MAIDENHEAD

(*For Great Marlow, Wycombe, Watlington, Aylesbury, Thame, and Oxford*),

Fares—1st, 4/-; 2nd, 2/6; Parl., 2/-. Return—1st, 7/-; 2nd, 4/6.
Annual Season Tickets from Paddington—1st, £26 15s.; 2nd, £20 2s. 6d.
" " " " Moorgate Street—1st, £31 15s.; 2nd, £23 12s. 6d.

24½ miles from Paddington. Miss Mitford, in her "*Literary Life*," wrote:—"The banks of the Thames are nowhere more delightful than in the neighbourhood of Maidenhead; one side ramparted by the high abrupt chalky hills of Buckinghamshire, the other edging gently away into our rich Berkshire meadows, chequered with villas, villages, and woods." This remains true, for at Maidenhead we are within fifteen minutes' walk of the Thames, and in the midst of some of the most beautiful rural scenery in England. A walk, ride, or row (boats are always to be had on hire) from here to Marlow, where Shelley the poet lived and wrote, cannot fail to awaken feelings of enthusiastic delight in all who appreciate the charms of Nature. Cliveden, "the bower of wanton Shrewsbury and love," once the home of profligate George Villiers, Duke of

CLI FDEN WOODS, FROM THE THAMES.
(From a photograph by Messrs. Frith & Co., Reigate.)

Buckingham, and now the seat of Mr. W. Waldorf Astor, with its Anglo-Italian palace, spacious gardens, and hanging woods, is situated within three miles of the railway station. Quarry Wood, also by the river, is another delightful place; and Cookham, standing amidst hill and dale, heath and meadow, with its picturesque church, its Reach abounding with fish, and its noted bathing-place the Pool, is now within a mile of us. It is but a short drive from here to Beaconsfield, where lie the ashes of Waller and Burke; and, in short, places of interest and delightful walks are to be found in the richest abundance, among them being those to Great Marlow, Bisham Abbey, and Medmenham Abbey, three miles from the station.

Maidenhead is a municipal town of some eight thousand inhabitants, partly in the parish of Bray, and partly in that of Cookham. Its charming surroundings and many riverside attractions have caused it to become a favourite residential centre, which by means of express services is brought within forty-five minutes of London. It is also noteworthy for its breweries and nursery gardens. Bray Church, an ancient Gothic edifice containing several interesting monuments, is picturesquely situated on the banks of the Thames. In the town are four places of worship connected with the Church of England, also others belonging to the Baptists, Congregationalists, Friends, Primitive Methodists, Roman Catholics, and Wesleyans. The Town Hall is in the High Street, where also is the General Post Office. A market is held on Wednesday, and Thursday is an early-closing day. Amongst the aquatic societies are the Maidenhead, Cookham, and Bray Angling Association, and the Maidenhead Rowing Club. The Guards' Club Regatta is held here during August. Some excellent photographs of the district have been prepared by Mr. H. Southgate, of Maidenhead. The station has a letter-box, a bookstall, and a refreshment-room on the up platform. Combined railway and river "*Thames Valley Circular Tour Tickets*," issued from Maidenhead on each weekday during the summer months, are available in connection with the sailings of Messrs. Salter Brothers' Oxford and Kingston steamers (*see page* 277). "Skindles Hotel," one of the oldest and best hostelries on the river, is delightfully situated close to Maidenhead Bridge, and possesses superior accommodation. It is in connection with this hotel that "Skindles Guinea River Trips" are run by arrangement for parties of twelve and upwards in number. The charge includes a first-class return fare from Paddington to Taplow, carriages, launch, luncheon, attendance, and lock dues; while the trip from start to finish is one of the most enjoyable outings that can be imagined. The "Thames Hotel" is another well-known and favourite resort. It is also a postal and telegraph station, and therefore is alike convenient as a resting-place or as a starting-point

for river trips. Other leading hotels are the "Riviera," a handsome modern mansion overlooking pretty, ornamental grounds, with a private landing-stage by the river; the "Ray Mead," a popular riverside hostelry; the "Bear;" and the "Cliveden" (temperance). (*Population*—10,607.) Press—*Maidenhead Advertiser, Maidenhead Times.*

Before continuing our main-line journey we diverge at Maidenhead for the Thame route to Oxford, in connection with which are three branch services, respectively running to Great Marlow, Watlington, and Aylesbury. Leaving Maidenhead on the right, we reach COOKHAM, amidst delightful scenery. It is opposite Hedsor, the seat of Lord Boston. Close by, too, on the Thames, is the charming little island called Formosa, overshadowed by the magnificent hanging woods of Cliefden. Noble mansions are numerous, and amongst them are Dropmore, famous for its conifers, also White Place. Passing on, we cross the Thames, and on entering Buckinghamshire pause at BOURNE END, whence we may, by a very short branch, reach

GREAT MARLOW,

Fares—1st, 5/6; 2nd, 3/6; 3rd, 2/7. Return—1st, 9/6; 2nd, 6/-.
Annual Season Tickets from Paddington—1st, £35; 2nd, £26 5s.
" " " " Moorgate Street—1st, £40; 2nd, £30.

31½ miles from Paddington. Here we are about five minutes' walk from the bridge over the Thames, just above which is Court Garden, formerly the property of the Paget family. Lovely views may be gained from the bridge, which communicates with Bisham in Berkshire, celebrated for its relics of Bisham Abbey, founded as a priory of the Augustinians. The river, owing to the vigilance of the Marlow Angling Association, teems with attractions for anglers. Boating is fostered by the Great Marlow Rowing Club. One of the most popular water trips is to the picturesque remains of Medmenham Abbey, a Cistercian foundation of the thirteenth century. Camping-out parties abound here in the summer months, their chief resort being the neighbouring Quarry Woods. The house in which the poet Shelley lived is distinguished by a tablet.

In addition to two parish churches, there are several places of worship for the Nonconformists. The ancient Grammar School, which provides a first-grade education for a large number of boys, is situated in West Street, not far from the General Post Office. Combined railway and river "*Thames Valley Circular Tour Tickets*," issued from Great Marlow on each weekday during the summer months, are available in connection with the sailings of Messrs. Salter Brothers' Oxford and Kingston steamers (*see page* 277). (*Population*—6,778.) Hotels—The "Crown" and the "Compleat Angler."

Returning to BOURNE END, and successively passing WOOBURN GREEN and LOUDWATER, we soon reach

HIGH WYCOMBE,

Fares—1st, 5/8; 2nd, 3/6; 3rd, 2/10. Return—1st, 10/-; 2nd, 6 4.

34½ miles from Paddington. High Wycombe is a substantial municipal market town of great antiquity, situated amidst the pleasant beech-woods and finely-timbered pastures of southern

HUGHENDEN MANOR.

Buckinghamshire. In addition to its general connection with the surrounding agricultural interest, it derives considerable support from the chair manufacture, of which it has long been an important centre, annually producing some four millions of chairs. Paper and lace making are also noteworthy local industries. The chief buildings are the Guild Hall, an eighteenth-century structure, containing some valuable portraits; the Free Library; and the Royal Grammar School, which was founded in 1558. The imposing parish church, which is one of the largest in the country, has recently been restored in accordance with the designs of the late Mr. G. E. Street. It contains some interesting monuments. The General Post Office is in High Street. A weekly market is held on Friday, and Wednesday is an early-closing day.

Near to the town is Wycombe Abbey, the beautiful seat of Lord Carrington, standing within a charming park. About two miles to

the north is the picturesque village of Hughenden, which derives considerable celebrity from its associations with the late Earl of Beaconsfield. Here is the fine old Jacobean residence of Hughenden Manor, which commands magnificent prospects over the surrounding park-lands. Not far distant is the parish church, where may be seen the seat usually occupied by the great statesman,

HUGHENDEN CHURCH.

and also the marble monument erected to his memory in 1882 by Her Majesty the Queen. Visitors may generally gain permission to view the mansion, which is about two miles from the station, but the park gates are only a mile distant. The leading hotels of Wycombe are the "Red Lion" and the "Falcon." The local agents of the "*Great Western Railway*," Messrs. Baines and Son, are also extensive removers of furniture, and are represented throughout the district by several sub-agencies. (*Population*—13,435.)

Press—*South Bucks Free Press* and the *South Bucks Standard*.

After a run of about two miles we pause at WEST WYCOMBE, and pursuing our journey reach PRINCES RISBOROUGH (for *Watlington* and *Aylesbury*), where upon the chalky side of one of the wild hills of Chiltern, in woody Buckinghamshire, is Whiteley Cross, supposed to commemorate a victory of the

Christian Saxons over the heathen Danes. The little market town of Risborough having once belonged to the Black Prince, who resided here, has ever since been called Princes Risborough. Some three miles distant is Hampden House, the seat of the Earl of Buckinghamshire. Here we may exchange carriages for those two branch services—one, on the left, bearing southward by CHINNOR and ASTON ROWANT to WATLINGTON, a little market town; while the northward line passes through LITTLE KEMBLE towards

AYLESBURY,

Fares—1st, 6/4; 2nd, 4/4; 3rd, 3/2. Return—1st, 11/-; 2nd, 7/-.

25½ miles from Maidenhead. Aylesbury, the chief town of a prosperous agricultural and dairy district, occupies a hilly site overlooking the fertile Vale of Aylesbury. Its chief public buildings are the County Hall, the Corn Exchange, the Buckinghamshire Infirmary, the Literary Institution, and the Workmen's Club. In the Market Square is a fine clock-tower. The stately parish church of St. Mary's comprises many striking examples of the Gothic periods. The General Post Office is in High Street. A corn and cattle market is held on Saturday, fat-stock sales take place on Wednesday, and Thursday is an early-closing day. Hotels—The "George" and the "Crown." A railway extension from Aylesbury Station affords a means of access to *Buckingham* and to *Bicester, via Quainton Road, Grandborough Road, Winslow Road,* and *Verney Junction.* (*Population*—8,674.) Press—*Aylesbury Reporter, Bucks Advertiser, Bucks Herald.*

Returning to Princes Risborough, we resume our journey to Oxford, and, passing on, reach picturesque BLEDLOW, with its old church on a hill beside the Glyde. About four miles further we come to THAME. At its Grammar School the noble patriot Hampden, the brave descendant of an old Saxon family, was educated; and not far from it, in Bedfordshire, is Chalgrove Field, where he received his death-wound. Running on, we quickly pass TIDDINGTON, WHEATLEY, and LITTLEMORE, ere arriving at OXFORD.

Again at MAIDENHEAD, we resume our westward journey to TWYFORD, whence a short branch turning off to the right leads across the Thames into Oxfordshire. After pausing at SHIPLAKE, a well-known riverside resort which adjoins Wargrave, a charming village where is the "George and Dragon Hotel," we run onwards to

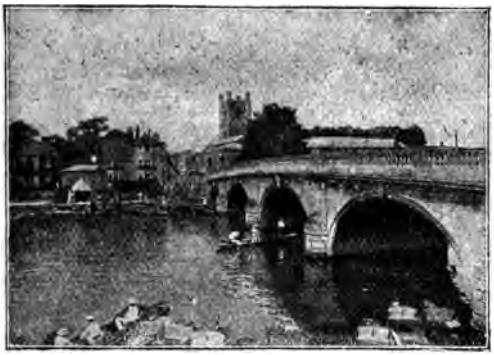
HENLEY-ON-THAMES,

Fares—1st, 6/-; 2nd, 3/9; 3rd, 2/11½. Return—1st, 10/6; 2nd, 6/6.
Annual Season Tickets from Paddington—1st, £36; 2nd, £27.
" " " Moorgate Street—1st, £40 12s. 6d.; 2nd, £30 10s.

35½ miles from Paddington. The corporate town of Henley is within sight of its branch terminus, and about five minutes' walk

THE THAMES AT HENLEY ON THE CUP DAY.
(From a photograph by Messrs. Marsh Brothers, Henley-on-Thames.)

from the bridge. It is a clean little town, which has been called the Mecca of boating men and anglers; for its chief fame rests in its connection with Henley Regatta, which was founded in 1839, and has now become the chief event of the amateur aquatic year. This annual riverside carnival usually occurs early in July, and is the occasion for a most fashionable and brilliant assemblage of the aristocracy and county gentry. Henley-on-Thames is likewise well known during the summer months as the point whence Messrs. Salter Brothers' popular passenger steamers depart each week-day morning for Kingston and for Oxford. The sails either up or down the stream—about forty-five miles in each direction—afford two charming series of picturesque river scenery. The combined railway and river "*Thames Valley Circular Tour Tickets*" issued at Henley Station are available in connection with the sailings of these boats (*see page* 277).



HENLEY-ON-THAMES.
(*From a photograph by Messrs. Frith & Co., Reigate.*)

Henley, in a pleasant valley nearly shut in by woody heights, is surrounded by charming walks and drives. The spacious parish church of St. Mary is noteworthy for some interesting monuments. Henley School, which was established by royal charter in 1604, is an ancient ecclesiastical foundation. Under the provisions of a new scheme formulated in 1891 it now affords either a middle-form or first-grade education of the most modern type, administered in accordance with the best traditions of the Public Schools. A bridge here unites the counties of Oxfordshire and Berkshire. The General Post Office is in the Reading Road. A market is held on Thursday, and Wednesday is an early-closing day. The leading hotels are the "Red Lion," the "Royal," and the "Catherine Wheel." (*Population*—4,913.) Press—*Henley Advertiser*, *Henley Standard*.

Soon after leaving TWYFORD we notice on our left the trial seed grounds of Messrs. Sutton and Sons and the extensive biscuit factories of Messrs. Huntley and Palmers, ere we approach

READING

(For Basingstoke, Newbury, Marlborough, Devizes and Trowbridge; also to Winchester, Portsmouth, Southampton, and Bournemouth),

Fares—1st, 6/-; 2nd, 3/9; Parl., 3/-. Return—1st, 10/6; 2nd, 6/6.
Annual Season Tickets from Paddington—1st, £36; 2nd, £27.
" " " " Moorgate Street—1st, £40 12s. 6d.; 2nd, £30 10s.

36 miles from Paddington, 82½ from Bristol, 211 from Plymouth, 121½ from Cardiff, 93½ from Birmingham, 183 from Manchester, 195 from Liverpool *via* Birkenhead, and 47 from Southampton *via* Basingstoke. Reading is an ancient borough on the northern confines of Berkshire, where the Kennet and the Thames have their confluence. It is an assize town, also an important residential, educational, and manufacturing centre, with a rapidly-increasing population. Its well-built and broad streets, with their numerous good shops, present a thriving aspect; while the surrounding scenery is most interesting, varied, and beautiful. Being the chief town of an agricultural shire, Reading is the centre of a considerable trade in corn and other farming produce.

During the last half-century Reading has become celebrated throughout the world for its enormous manufacture of biscuits and cakes, also for its extensive growth of agricultural and horticultural seeds. Indeed, "Reading Biscuits" and "Reading Seeds" have alike taken the highest honours both at home and abroad. The former of these important industries is associated with the well-known firm of Messrs. Huntley and Palmers, whose immense factories form so prominent an object to the left of the "*Great Western Railway*" as we approach Reading from Paddington. These vast buildings, which are connected by numerous bridges, provide an arena for the services of over five thousand hands, and this large staff is further supplemented by a wonderful array of magnificent machinery. From the collection and preparation of the raw material, down to its emerging from the ovens in the finished form of biscuits, every stage in the manufacture is the subject of exquisite care, cleanliness, and regularity. More than three hundred varieties of biscuits are now numbered amongst the regular productions of the firm. In addition to the appointment held from Her Majesty the Queen, the manufactures of Huntley and Palmers have been supplied to the leading Courts of Europe, and have gained the highest awards at the London Exhibitions of 1851, 1862, and 1884; and at Paris in 1855, 1867, and 1878; also at Vienna, Amsterdam, Havre, Lyons, Santiago, and Lima. Amongst its most valued distinctions is "The Grand Prize," including a special gold medal and diploma of honour, awarded at Paris in 1878.

Equally remarkable have been the honours gained in the seed trade by Messrs. Sutton and Sons, whose persistent efforts towards

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Edited by R. WORMELL, D.Sc., M.A.; Revised by R. MULLINEUX WALMSLEY, D.Sc. Lond.; with an Introduction by Prof. JOHN PERRY, M.E., F.R.S. With upwards of 950 Illustrations. (To be completed in 10 parts.)

CASSELL & COMPANY, LIMITED, *Ludgate Hill, London.*

the growth, selection, and distribution of pure seeds have resulted in a business of world-wide extent and vast proportions. As seedsmen by appointment to Her Majesty the Queen and the Prince of Wales, and as the largest exhibitors at the annual shows of the Royal Agricultural Society of England and other kindred associations, the firm has obtained an exceptional and well-merited popularity. Its spacious and handsome premises in Market Street extend over some six acres, and the various departments connected with the production and sale of flower seeds and bulbs, vegetable seeds, grass seeds, farm seeds, peas, and potatoes, are models of order, despatch, and generally efficient administration. In London Road, not far distant from the headquarters of the business, are the attractive trial grounds for flowers, where, under extensive ranges of glass and in thousands of open plots, the seeds are fully tested before being offered to the public. Similar trial grounds for flowers and farm seeds extend for some distance by the main line of the "*Great Western Railway*," affording, during certain seasons, a brilliant array of many-coloured blossoms.

In connection with the rapidly-increasing manufacturing and commercial interests of Reading, we should also notice its extensive output of the well-known Reading bricks and tiles, which are made in large quantities by Messrs. S. J. and E. Collier, Messrs. Poulton and Son, and Messrs. Wheeler Brothers. The chief breweries—for which the town is somewhat celebrated—are owned by Messrs. H. and G. Simonds, Messrs. J. Dymore, Brown, and Son, and Messrs. Blandy Hawkins and Co. Amongst the most flourishing centres of recently-established industries are the tin-plate works of Messrs. Huntley, Boorne, and Stevens. In the elegant designs of ornamental gold and silver work Messrs. Bracher and Sydenham, of Minster Street, who are manufacturing jewellers by appointment to the Prince of Wales and Duchess of Teck, occupy a unique position for atistic excellence.

Reading has been the scene of some events memorable in history. The Benedictine abbey, founded by Henry I. in 1121, was one of the greatest and most powerful in the land. Here was buried its royal founder, and here John of Gaunt was wedded in great state to Blanche, of the royal Plantagenet line. Its massive ruins, standing by the river Kennet, adjoin the Forbury Gardens, which were originally the outer court of the abbey. These pretty public grounds are laid out with trees, walks, and flower-beds. They contain a cannon taken during the Crimean War, an imposing colossal lion in memory of the officers and men of the 66th Regiment who lost their lives in the Battle of Maiwand, and an ornamental band-stand. Flower shows are held here during May and August; but the Chrysanthemum Show in November takes place in the Town Hall. Palmer Park, comprising fifty acres of beautiful grounds,

THE MARKET PLACE, READING.
(*From a photograph by Mr. E. V. White, Reading.*)

is the munificent gift of Mr. George Palmer, whose generosity has been commemorated by a bronze statue erected in Broad Street.

The year 1486, more than four centuries distant, witnessed the foundation of Reading School, which was established under the joint direction of Henry VII. and Abbot Thorne, head of the great Benedictine abbey. It is now one of the best-equipped first-grade educational centres of England. For nearly four hundred years the school was held in its original home, previously the guest-hall of a monastic hospital dedicated to St. John. But in 1870 the foundation of the present stately school buildings—erected at a cost of £70,000 after the designs of Mr. Alfred Waterhouse, R.A.—was laid by the Prince of Wales. Their chief features of interest are an elegant chapel, the big schoolroom with its records of distinguished alumni, numerous class-rooms, and over one hundred separate bedrooms or cubicles; also chemical and physical laboratories, carpentering workshops, an art school, a gymnasium, a swimming bath, and a detached sanatorium. In the ornamental grounds and playing field, which cover some thirteen acres, is a cricket pavilion. The school curriculum embraces both classical and modern sides; while a special supplementary section is devoted to a junior or preparatory department for little boys. Associated with the foundation are four White scholarships of £100 per annum, tenable for two years at St. John's College, Oxford. The present headmaster, the Rev. W. Chas. Eppstein, M.A., of Corpus Christi College, Cambridge—who is assisted by a highly-trained staff of University graduates—ably fills the chair held by numerous distinguished predecessors, amongst whom perhaps the most celebrated was Dr. Valpy, a scholastic veteran of widespread classical fame. Some of the most noteworthy names amongst a host of old Reading boys are those of Archbishop Laud, Bishop Jackson of London, Bishop Jeune of Peterborough, Bishop Valpy French of Lahore, and Dr. Eden, the present Bishop of Dover. To statecraft, Reading has given a Prime Minister of England—Henry Addington, Viscount Sidmouth; Sir Alexander Tilloch Galt, K.C.M.G., Prime Minister of Canada; and Henry Vansittart, successively a Governor of Madras and Bengal. The law owes to Reading School the name of Sir Thomas Noon Talfourd, an eminent judge: and Robert Vansittart, D.C.L., a Regius Professor of Civil Law in the University of Oxford. Scholars such as Dr. Lempriere, Dr. Annesley, Dr. T. R. Major, Dr. Bulley, Dr. Bandinel, and Peter Paul Dobree, have likewise added to her fame, while she has also bestowed several of her best and bravest sons upon the United Services. During recent years numerous scholarships and First Classes gained at the Universities, with successes in Army and professional examinations, have proved the vitality of the present administration.

The principal public structures are the Municipal Buildings, which form a handsome Gothic pile, comprising a spacious Town Hall, a smaller hall, the Museum and the Free Library, containing in its reference, lending, and juvenile departments an aggregate of some 25,000 volumes. In Valpy Street is the University Extension College, with which are amalgamated the Schools of Science and Art. Near to the Town Hall stands the Jubilee statue of the Queen. Opposite to the Forbury Gardens are the Assize Courts. The Royal County Theatre is in Friar Street, also the new premises occupied by the Young Men's Christian Association.

A bridge over the Thames connects Reading with Caversham, a populous village and extensive parish situated on the Oxfordshire bank of the river. The suburban districts generally abound in well-built villa residences, and every information relating to properties for sale or to let may be obtained of Messrs. J. Omer Cooper and Son, who publish a monthly property list, also from other firms of house and estate agents. The General Post Office is in Broad Street, and a telephonic exchange is in the Market Place. A corn market is held on Saturday, a cattle market on Monday, and Wednesday is an early-closing day. Messrs. C. and G. Ayres, who are the local agents to the "*Great Western Railway*," and well-known furniture removers, have their chief offices in Friar Street.

At Reading Station passengers exchange carriages for the trains to Newbury, Savernake, Marlborough, Devizes, and Trowbridge; also for the Basingstoke branch, which is in connection with expresses for *Bournemouth*, likewise with others to *Portsmouth* or *Southampton* for the Isle of Wight. The new direct services between Paddington, Newbury, Winchester, and Southampton likewise travel *via* Reading. Exchanges can also be made for certain trains of the "*South Eastern Railway*" running from the adjoining station to *Aldershot, Tunbridge Wells, Hastings, Canterbury, Ramsgate, Margate, Folkestone, Dover*, and *Deal*. The "*Great Western*" stations contain letter-boxes, bookstalls, luncheon and refreshment-rooms. Boys with light refreshments attend the trains. The telegraph office is near the centre of the platform.

Amongst the many scenic charms that contribute to make Reading "one of the most desirable country towns in England," not the least are those which are clustered along the pleasant reaches of the picturesque Thames Valley, from Wallingford to Henley. Within these twenty-six miles of waters are countless spots dear to the oarsman, the artist, and the angler, and some of the prettiest rendezvous for picnics to be found within easy reach of London.

Those who make Reading their headquarters can obtain excellent boats, also steam or electric launches, of Mr. A. H. East and other boat builders in the neighbourhood of Caversham Lock, which is

near to Reading Station. Similar craft can be hired at Caversham Bridge, and boats will likewise be found at the riverside hotels which are located near to the "*Great Western*" riverside stations.

We may note that the chief spots of attraction below Reading are the pretty little village of Sonning, with its quaintly-interesting

VIEW ON THE THAMES, SONNING.

church, winding waterways, green islets, and riverside walks; Shiplake, famous for its lock and mill; while most charming are the woodlands, hills, and pastures which line the favourite fishing waters flowing, by Park Place, towards Henley.

Above Reading we seem to enter upon a ceaseless succession of riverside beauty, for, commencing with the nobly-timbered park-lands that surround the grand old Elizabethan mansion of Mapledurham, on the Oxfordshire bank, we pass on to where Purley Hall, built by Law, of South Sea notoriety, stands on the borders of Berkshire. Again, *on the opposite* side of the river is the stately Tudor home

of Hardwicke House. Still higher up the stream nestle the villages of Pangbourne and Whitchurch, communicating by a long wooden bridge. Of incomparable Streatley, and its attendant picturesque Goring, so much has been said, and said so well, that we need but remind our readers of "the long white bridge, shady backwaters, lively weir, busy mills, woods, and hills," that contribute such treasures to the disciples of the pencil and palette. Then onwards, amidst glades of greenery, we may row towards Moulsford Ferry, and the fine reach of water that ofttimes furnishes an arena for the well-rowed trial eights of the Oxford University Boat Club. Finally, by shady banks, and within sight of wooded hills, we approach the old Saxon town of Wallingford. The combined railway and river "*Thames Valley Circular Tour Tickets*," issued from Reading, Pangbourne, Goring, and Wallingford, on each weekday during the summer months, are available for charming water excursions in connection with the sailings of Messrs. Salter Brothers' favourite Oxford and Kingston steamers (*see page* 277).

The leading hotels of Reading are the "Great Western," the "Queen's," and the "Vastern" (temperance). The "George," the "Upper Ship," and the "Wheatsheaf" are commercial hotels. Riverside hotels above Reading are the "Caversham Bridge Hotel;" the "Tilehurst Station," at Tilehurst; the "Elephant" and the "George," at Pangbourne; the "Bull" and the "Swan," at Streatley; and the "Lamb," at Wallingford. Below Reading, at Sonning, are the "White Hart" and the "French Horn." (*Population*—60,054.) Press—*Berkshire Chronicle, Reading Mercury, Reading Observer, Reading Standard.*

C

ENGLISH MI
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PANORAMIC MAP OF THE GREAT WESTERN RAILWAY.

Section I.

FROM NORTH TO WEST.

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EXPRESS TRAINS

ARE NOW RUN

VIA THE SEVERN TUNNEL

FROM

EDINBURGH, GLASGOW,
NEWCASTLE, LEEDS,
MANCHESTER, LIVERPOOL,
THE NORTH, AND THE MIDLANDS

TO THE

WEST OF ENGLAND.

*

THE

ATTRACTIONS

OF

FALMOUTH,

AND

WHERE TO STAY.

THE "FALMOUTH HOTEL" AND BATHING BEACH.
(From a photograph by W. M. Harrison, Falmouth.)

AS a **Health Resort,** and for **Winter Residence,** Falmouth occupies a prominent position. In writing to the *British Medical Journal*, December 14th, 1889, Sir Edward H. Sieveking, M.D., LL.D., says: "To those who wish to escape the summer heat of other localities, for those who require an equable climate during the cold that prevails in winter, Falmouth offers attractions not readily found elsewhere."

THE PRINCIPAL HOTEL IN FALMOUTH IS

The Falmouth Hotel,

SITUATED in its own grounds of four acres, overlooking the outer and the inner harbours and Pendennis Castle. It is within two minutes' walk of the station, and possesses large Coffee Rooms and Ladies' Drawing-room, Billiard and Smoke Rooms, and all the usual comforts of a first-class hotel, with Perfect Sanitation. Recently refurnished and structurally altered. *The Bathing Beach adjoins the grounds.* Private carriages and public conveyances to the Lizard, Kynance Cove, &c.

FOR TARIFF, APPLY TO THE MANAGER.

CLOSE TO THE ABOVE IS

The Pendennis Hotel,

Comprising all the usual accommodation and latest modern improvements of a high-class Hotel, together with the advantages of the "En Pension" system.

OMNIBUS MEETS THE TRAINS.

SEA VIEW FROM EVERY WINDOW. 4 MINUTES' WALK FROM STATION.

For Falmouth, see page 164.

FALMOUTH.

A CHARMING CENTRE
FOR TOURISTS THROUGH
PICTURESQUE CORNWALL
IS THE

GREEN BANK HOTEL,

FALMOUTH.

WELL KNOWN AS
A
SUMMER HOLIDAY RESORT
OR AS A
WINTER SANATORIUM.

THIS beautifully-situated Hotel commands delightful views of FALMOUTH HARBOUR, PENDENNIS CASTLE, ST. MAWES, and FLUSHING. It is replete with every homely accommodation for families and gentlemen.

HOT AND COLD BATHS.

THE HARBOUR AND PENDENNIS CASTLE, FROM THE "GREEN BANK" HOTEL, FALMOUTH.
(From a photograph by W. M. Harrison, Falmouth.)

LADIES' DRAWING ROOM. | BILLIARD ROOM. | POSTING IN ALL ITS BRANCHES.

HIGH-CLASS HOTEL WITH MODERATE TARIFF.

VISITORS TAKEN "EN PENSION" DURING THE WINTER MONTHS.

HOTEL OMNIBUS MEETS ALL TRAINS AND STEAMERS.

M. MITCHELL,
PROPRIETRESS.

For Falmouth, see page 164.

PAIGNTON

is a fashionable Residential Resort, provided with well-built and pleasantly-situated houses, also with some excellent educational establishments.

F. W. PUDDICOMBE, F.A.I.,

AUCTIONEER,

HOUSE & ESTATE AGENT,

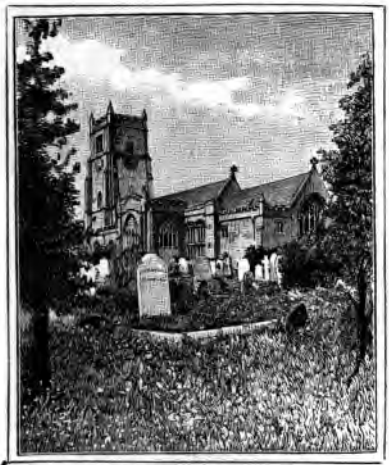
PROFESSIONAL ACCOUNTANT AND AUDITOR,

5, Victoria Street,

PAIGNTON.

✣

PRINTED REGISTER OF HOUSES to be Sold or Let, Furnished or Unfurnished, sent free to any address.



ST. JOHN'S CHURCH, PAIGNTON.
(From a photograph by Messrs. Poulton & Son, London.)

PAIGNTON SCHOOL.

HEAD MASTER: MR. J. C. COOPER
(late Head Master of Foster's Grammar School, Sherborne).

SECOND MASTER: MR. C. G. KNAPP, M.A.
(Classical Honours, Trinity College, Oxford).

MATHEMATICAL MASTER: MR. T. H. KIRBY, B.A.
(First Class Mathematical Honours, 16th Wrangler, 1885; Second Class Honours in Natural Science, 1886; late Scholar of St. John's College, Cambridge).

ASSISTED BY GRADUATES IN SCIENCE AND LANGUAGES.

PAIGNTON SCHOOL provides a sound public school education at a moderate cost, the pupils being prepared for the Universities, the Army, the Navy, the Civil Service, and all the leading examinations.

SUCCESSES.

The boys educated at Paignton School have distinguished themselves by winning numerous successes in the Cambridge Local and the College of Preceptors' examinations; also by taking valuable Scholarships and other Honours at the Universities of Oxford, Cambridge, and London.

Special Arrangements for Delicate Boys and Children whose Parents are Abroad.

PROSPECTUS AND EVERY INFORMATION FROM THE HEAD MASTER.

For Paignton, see page 142.

TRURO

is a favourite Residential Centre, with an excellent service of trains to and from London, Bristol, the Midland Counties, South Wales, Liverpool, Manchester, and all parts of the North.

THE

"RED LION,"

HOTEL,

TRURO.

OVER 200 YEARS OLD.

PATRONISED BY THE NOBILITY, THE LEADING COUNTY FAMILIES, AND THE CLERGY.

CLOSE TO THE CATHEDRAL.

POSSESSING ALL THE APPOINTMENTS OF A HIGH-CLASS HOTEL WITH EVERY HOMELY COMFORT.

A centre for visiting the River Fal and Picturesque Cornwall.

FOR TARIFF, APPLY TO THE

MANAGER.

BOSCAWEN STREET, TRURO.
(From a photograph by F. Argall, Truro.)

THE CITY OF TRURO may be comfortably and expeditiously reached from all parts of England, Wales, Ireland, and Scotland, by means of the direct express services of the "*Great Western Railway.*" It is situated amidst some of the most picturesque scenery of South Cornwall, and enjoys frequent fast train communications with the charming watering-place of Penzance. It is also the place of divergence for the direct route to the beautiful health resort of Falmouth; while another branch service, extending from the main line at Gwinear Road, permits excursionists to visit Helston, the favourite starting-point for tours through the celebrated Lizard District.

For Truro, see page 162.

BY SPECIAL APPOINTMENT
TO H.R.H. THE PRINCE OF WALES.

TRADE

MARK.

BY SPECIAL APPOINTMENT
TO H.R.H. THE DUKE OF EDINBURGH

J. A. DEVENISH & Co.,

LIMITED

PALE ALE BREWERS, WEYMOUTH.

PRICE LIST on application at the Brewery, or of the following Consigne in Towns connected with the "Great Western Railway" :—

Abbotsbury .....T. Cooper.
Alderney .....D. S. Le Cocq.
Barnstaple .....W. L. Ashton.
" .....Mugford Bros.
Bath .....W. Peach.
Bideford .....W. Giddie.
Bodmin .....A. C. Sandoe & Son.
Braunton .....Mugford Bros.
Bridgend .....J. & C. Sankey.
Bridgwater .....Western Counties Wine & Spirit Co.
Bridport .....I. Haines.
Bristol.....T. G. Northam & Co., "The Golden Key."
" .....The "One" Class Street City Supply Stores.
Bruton .....F. J. Hooper.
Budleigh Salterton H. C. Perriam.
Cardigan .....Davies Bros.
Carmarthen .....R. H. Holding & Co.
Chard .....T. B. Young.
Chippenham.....F. Butcher.
Dartmouth .....G. B. Cundell & Co.
Dorchester.....J. Goldie, Ltd.
Exeter .....F. J. Williams.
Exmouth .....F. Perriam & Son.
Falmouth.....H. Liddicoat.
Guernsey .....Joseph Amy.
Haverfordwest ..T. James.
Hereford .....Gurney & Sons.
Hungerford .....Chas. Strutt.
Jersey .....C. Le Masurier.
Kingsbridge .....Stoneman & Sons.
Launceston .....W. Prockter.
Liverpool .....T. Wheeler.
London .....The Victoria Wine Co., 8 to 10, Osborne St., E.; and Branches.
London .....Leverett & Frye, L Notting Hill, and branches.
" .....Plowman & Co., Nig ingale Lane, Lo East Smithfield.
" .....R. Grice & Son, H Street, Clapham.
Looe.....Thos. Cook.
Lyme Regis .....D. T. Chapman.
Maiden Newton ..Charles Read.
Midsomer Norton R. Welch & Co.
Minehead.....Holly Northam & C
Monmouth .....T. R. Hyam.
Newbury .....Job Wells & Son.
Newton Abbot....W. H. Uff.
Ottery St. Mary ..A. Shepperd.
Pembroke Dock ..A. Rollings.
Penryn .....H. Liddicoat.
Plymouth.....J. R. Wilson. [L
Reading.....Shaws Bryant & C
Ross .....W. E. Hill.
Salisbury .....H. B. Wells & Co.
Shrivenham .....T. Phipps.
St. Austell .....Wm. Box.
Stoke Poges .....Jos. Squibb.
Sutton Benger ....E. Sharp.
Swansea .....W. F. Bull & Co.
Taunton .....C. Lewis.
Tavistock .....W. Squire & Co.
Topsham .....F. R. Nott.
Torquay .....W. H. Snell.
Totnes .....Bentall, Lloyd & C
Trowbridge .....W. Applegate & So
Wellington (Som.) T. Wyatt.
Weston-super-Mare Macfarlane & Co
Winchester .....J. W. Mager.
Yatton .....J. Mountstevens.
Yeovil .....W. W. Sawtell.

For Weymouth, see page 186.

THE WEST OF ENGLAND SERVICES.

II.—LONDON, BIRMINGHAM, LIVERPOOL, AND MANCHESTER TO BATH, BRISTOL, TAUNTON, EXETER, TORQUAY, PLYMOUTH, FALMOUTH, PENZANCE, AND THE SCILLY ISLANDS.

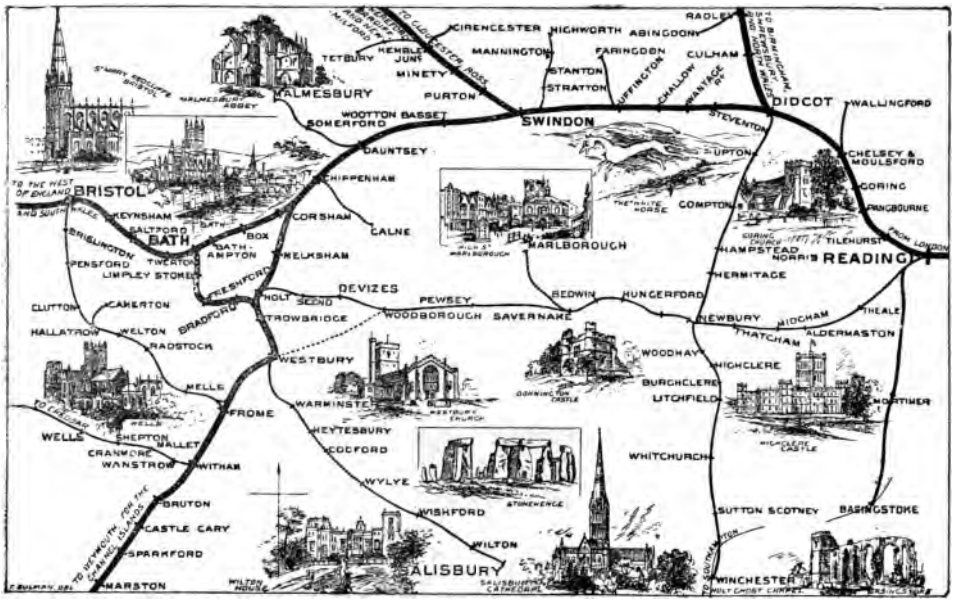
THE READING, BATH, AND BRISTOL EXPRESSES.

A.—PADDINGTON TO READING; BASINGSTOKE FOR EASTLEIGH, PORTSMOUTH, SOUTHAMPTON, AND BOURNEMOUTH; WALLINGFORD; DIDCOT JUNCTION FOR NEWBURY, WINCHESTER, AND SOUTHAMPTON; FARINGDON; SWINDON JUNCTION AND HIGHWORTH; MALMESBURY; CHIPPENHAM AND CALNE; BATH; AND BRISTOL: ALSO *via* READING AND NEWBURY TO SAVERNAKE, MARLBOROUGH, DEVIZES, AND BATH.

THE CHURCH AND MILL, WHITCHURCH.

CHIEF amongst the main lines of the "*Great Western Railway*" is its important West of England trunk route of 327 miles from Paddington to Penzance. The original road only extended as far as Bristol; but it speedily furnished an initiative for the construction of three other lines, which respectively crossed Somerset, Devon, and Cornwall, and had their termini at Exeter, Plymouth, and Penzance. For a considerable period these several undertakings, although worked as a continuous highway, existed under separate managements. In 1876 the "*Bristol and Exeter Railway*" was amalgamated with the "*Great Western*," and ultimately the South Devon and the Cornwall roads were likewise absorbed by the same corporation, which thus became possessed of the longest main line in the United Kingdom, fed by extensive ramifications throughout the West of England. By the completion of the Severn Tunnel this important section of the system has also been brought into direct communication with South Wales, Ireland, and the North.

In connection with this trunk route are five main extensions—



ROUTE MAP.—II. READING TO DIDCOT, SWINDON, CHIPPENHAM, BATH, AND BRISTOL.

namely, the Midlands, North Wales, and Cheshire main line, which diverges at Didcot Junction for Birmingham, Shrewsbury, Birkenhead, and Liverpool; the West Midlands main line, extending from Oxford towards Worcester and Malvern; the Gloucestershire, Herefordshire, and South Wales main line, diverging at Swindon Junction for Cardiff, Swansea, and New Milford; the "Severn Tunnel Route" to South Wales; and the Weymouth main line, which, *via* Chippenham, communicates with the "Short Sea Route" to the Channel Islands. During recent years the entire system has been adapted to the narrow gauge, the West of England expresses being the latest services that were run over the original broad-gauge track.

It will be seen from the foregoing outline that the services now under consideration have tributary connections from all parts of Great Britain, Wales, and Ireland. By such exceptional railway facilities the countless beauties of river, rural, moorland, and marine scenery, which characterise the holiday and health resorts of Somersetshire, Devonshire, and Cornwall, are rendered easily accessible from London, Birmingham, Liverpool, Manchester, and Leeds. The first section of our attractive journey from Paddington to Penzance, commencing with an express run across Middlesex into Berkshire, permits glimpses of exquisite river bits while careering through the Thames Valley *en route* to northern Wiltshire. The celebrated run of the 10.30 A.M. "Cornishman" from Paddington to Bristol is 118½ miles, and this distance is daily covered in two hours and a quarter by the magnificent engines designed at the Company's works at Swindon. Passengers to the West of England travel by way of Swindon Junction to the fashionable watering-place of Bath, and complete the first important stage of their western progress at the busy seaport of Bristol, well known for its connection with picturesque Clifton.

Attached to the first part of our route are numerous branches which, as far as Reading, have been already noticed. At Reading we have to deal with two subsidiary roads, the first being the southern branch to Basingstoke, where passengers can make connections with the "*London and South Western*" expresses for Winchester, Southampton, the Isle of Wight, and Bournemouth. The second is the supplementary line to Bath and Bristol, which *via* Newbury and Hungerford extends to Savernake for Savernake Forest and the Marlborough branch—and thence by Devizes communicates with Trowbridge (where connections may be made for Salisbury and Weymouth), Bath, and Bristol. At Moulsford, on the main line, passengers exchange for the Wallingford branch; and at Didcot Junction, for Oxford, Worcester, Birmingham, and the North—also for the Didcot, Newbury, and Winchester services. Uffington is the exchange station for Faringdon; and Swindon

Junction for Gloucester, Cheltenham, Hereford, and South Wales —also for Highworth. From Dauntsey is a branch to Malmesbury; and from Chippenham extends the line to Yeovil, Bridport, Dorchester, and Weymouth—also a short branch to Calne.

PRESUMING that we join one of the West of England expresses, we shall probably travel without a pause from London to Reading or Swindon Junction. The route as far as Reading has been described in the preceding section. After leaving Paddington we soon reach WESTBOURNE PARK, and then speed onward by the populous residential districts of ACTON, EALING (*Broadway*), CASTLE HILL (*Ealing Dean*), HANWELL, and SOUTHALL, to HAYES, WEST DRAYTON, LANGLEY, and SLOUGH, which are succeeded by TAPLOW, MAIDENHEAD, TWYFORD, and READING. Before proceeding further westward, we will notice a branch service which extends in a southerly direction from Reading, and affords direct connections with the main line of the "*London and South Western Railway.*" It is consequently utilised in the conveyance of considerable traffic to and from the trunk route of the "*Great Western.*" For the convenience of passengers residing in the North and Midland districts of the "*Great Western*" system, through carriages for Eastleigh—a station in direct communication with Stokes Bay and Portsmouth for the Isle of Wight—Southampton West, and Bournemouth, are now attached to the morning express from Birkenhead, which travels *via* Shrewsbury, Wolverhampton, Birmingham, and Leamington, to Oxford. Here they are detached, and forwarded *via* Didcot Junction to Basingstoke. Local services are also run over the branch which diverges southwards from READING, and proceeds *via* MORTIMER, a wayside station within a few miles of Silchester—one of the most interesting remains of the Roman occupation—to BRAMLEY and

BASINGSTOKE

(*For Winchester, Portsmouth, Southampton, Lyndhurst, and Bournemouth*),

Fares from Birmingham—1st, 18/2; 2nd, 11/6; 3rd, 9/1. Return—1st, 31/10; 2nd, 20/-.

15¼ miles from Reading and 32 from Southampton. Basingstoke is a prosperous agricultural centre of northern Hampshire, where a weekly corn market, with horse and stock sales, are held on Wednesdays. Its principal interest to the travelling public arises from its direct connections with the "*London and South Western*" expresses to and from Winchester, Portsmouth, Southampton, the Isle of Wight, and Bournemouth. By means of ten trains daily running between Reading and Basingstoke stations, passengers from the district named can join the principal "*Great Western*" expresses *to the West of England*, South Wales, the Midlands, and the North.

Near to the line are the beautiful Gothic ruins of the Holy Ghost Chapel. The General Post Office is in Wote Street. At the railway station are a letter-box, a telegraph office, two bookstalls, and a refreshment-room, on the down platform. On the up side are a bookstall and a refreshment-room. Hotel—The "Red Lion." (*Population*—7,960.) Press—*Hants Gazette*.

We will here furnish a brief outline of the route southwards from Basingstoke, which is covered by the through carriages for Eastleigh, Southampton West, the New Forest, and Bournemouth, that depart each week-day from BIRKENHEAD. After travelling *via* CHESTER, SHREWSBURY, WOLVERHAMPTON, BIRMINGHAM, and LEAMINGTON to OXFORD, they are here attached to a special express which is run *via* BASINGSTOKE to WINCHESTER (described in connection with the route thither from Didcot *via* Newbury, page 73). Still running onwards, they come to EASTLEIGH, whence passengers for the Isle of Wight steamers *via Stokes Bay* or *via Portsmouth* exchange carriages for the services that, travelling thence, afford access to *Ryde*, *Sandown*, *Shanklin*, and *Ventnor*.

Following the course of this New Forest and Bournemouth express, we gradually bear away to the south-west, and successively clear *Swathling* and *St. Denys* ere we reach SOUTHAMPTON WEST, a conveniently-situated station for the residential districts of this important seaport, watering-place, and yachting station of Hampshire. Our train, after hastening through *Millbrook*, *Redbridge*, and *Totton*, now approaches *Lyndhurst Road*, where passengers can join the omnibus services that afford the means of communication with *Lyndhurst*, the tiny metropolis of the New Forest, a magnificent sylvan territory comprising some 92,365 acres of charming moors and woodlands. Amongst the chief points of interest that may be reached by rambles or rides through the Forest are Boldre Wood; Mark Ash; Burley, famous for its giant trees, known as the "Twelve Apostles"; Rhinefield, with its magnificent pines; the "King Oak" at Knyghtwood; the "Queen's Mead"; and Compton Manor, at certain seasons rendered gorgeous by its brilliant masses of rhododendrons. The Rufus Stone is in Canterton Glen. At Lyndhurst is the "Crown Hotel." Another halting-place is *Brockenhurst*, likewise a New Forest station, but also owning a southern branch that extends through *Shirley Holmes* to *Lymington*, whence a small steamer sails at frequent intervals for *Little Yarmouth*, a tiny port on the north-western coast of the Isle of Wight and within a short drive of Freshwater. The "Rose and Crown" and the "Morant Arms" are the chief hotels of Brockenhurst; and at Lymington are the "Londesborough" and the "Angel."

We now leave the road to *Ringwood* on our right, and travel

via Christchurch to BOURNEMOUTH (*East Station*). This ever-charming health resort and fashionable watering-place, seated amidst its pine-woods, which cause its site to be known as the "Evergreen Valley," is remarkable for its long sea-front and picturesque gardens, also for its salubrious climate. It contains numerous

BOURNEMOUTH.

(*From a photograph by Messrs. Vaughan & Whitfield, Bournemouth.*)

hotels, of which the chief are the "Royal Bath," the "Royal and Imperial Exeter," the "Highcliffe," the "Mont Dore," the "Métropole," "Stewart's," the "Boscombe Chine," the "Salisbury," the "Burlington," and the "Grand." On the East Cliff is the "Imperial," and on the West Cliff is the "Bournemouth Hydropathic Establishment." (*Population*—37,650.)

Returning to READING, and resuming our journey to Bath, Bristol, and the West of England, we pass on the right Caversham, where in 1647 Charles I. was imprisoned, and where he met his *children*. Then, keeping near the river, we presently run by

TILEHURST through Purley Park, noting upon our right the woody and chalky hills of Mapledurham, where is old Durham House, an Elizabethan mansion near the charming riverside village bearing its name, and so arrive at PANGBOURNE, one of those favourite resorts of anglers and artists, boating, picnic, and camping-out parties, which in woody Berkshire are so abundant. On the opposite bank of the Thames is Whitchurch, in Oxfordshire.

Passing on, we leave Whitchurch Park, and, to the left, ancient Aldworth, and Basildon Park, with Basildon Church on the other side of the line. After twice crossing the Thames we reach Streatley on the left, and nearly opposite to it find our next station at the delightful riverside villages of GORING AND STREATLEY, in Oxfordshire. Artists are fond of residing in this locality, the beautifully-wooded hills rising steeply above Goring, by a bend of the river, being full of what enthusiastic painters call "bits." Near Goring is the little village already named, Aldworth, where is one of the oldest of village churches, containing some curious and remarkable monuments of its ancient Norman owners. Goring Church, which originally belonged to a monastery, was erected in the reign of Henry II., and enlarged in that of King John. Pursuing our journey, we run beyond South Stoke, and anon find ourselves at CHOLSEY AND MOULSFORD, whence a short branch line extends to

WALLINGFORD,

Fares—1st, 8/6; 2nd, 5/4; Parl., 4/3. Return—1st, 15/-; 2nd, 9/4.

52 miles from Paddington. This very small and picturesque old borough town has extensive remains of ancient Roman fortifications which probably succeeded those of the Britons. Here is the oldest bridge that spans the Thames, and close by is one of the loveliest of all the lovely reaches of this royal river. Near Wallingford are Sinodun Hill with its fortress, Newnham Murray, Aston Rowant, Easington Castle, and other tourist-tempting spots. A market is held on Friday, and Wednesday is an early-closing day. At the railway station is a letter-box. The leading hotel is the "Lamb." (*Population*—2,989.) Press—*Berks and Oxon Advertiser*.

Returning to MOULSFORD, we proceed across the Hagbourne Marsh, and soon arrive at

DIDCOT JUNCTION

(*For Oxford, Worcester, and Malvern; Leamington, Warwick, Birmingham, Wolverhampton, Shrewsbury, Chester, Manchester, and Liverpool; Newbury, Winchester, and Southampton*),

Fares—1st, 8/10; 2nd, 5/6; 3rd, 4/5. Return—1st, 15/6; 2nd, 9/10.

53 miles from Paddington. Here the main line for the Midlands, North Wales, and the North of England diverges northward via

WINCHESTER CATHEDRAL.

Oxford and Birmingham; also *via* Worcester; while an extension southward communicates, *via* Newbury, with Winchester for Southampton; also for Portsmouth and the Isle of Wight. Here are a telegraph office, a bookstall, and refreshment-rooms. The "Didcot Junction Hotel," which is situated amidst a good hunting country, affords comfortable accommodation for families or gentlemen.

At this point we should notice the "Didcot, Newbury, and Winchester" line, which brings Winchester, Southampton, and southern Hampshire into connection with South Wales, the Midland Counties, North Wales, and the North. The route of this southern extension from DIDCOT lies through UPTON and COMPTON—between which stations lies Churn Camp, affording ample accommodation for many thousands of troops, while the downs are likewise the site of large training stables—HAMPSTEAD NORRIS and HERMITAGE to the town of NEWBURY. Its succeeding section leads by WOODHAY, HIGHCLERE, BURGHCLERE, LITCHFIELD, WHITCHURCH, and SUTTON SCOTNEY to

WINCHESTER

(*For Southampton, Bournemouth, Portsmouth, and the Isle of Wight*),

Fares from Birmingham—1st, 22/-; 2nd, 16/7; 3rd, 10/0½. Return—1st, 37/3; 2nd, 28/3.

120½ miles from Birmingham *via* Didcot Junction, and 34 miles from Reading *via* Basingstoke. The ancient city of Winchester has been successively a British town, a Roman station, the Saxon metropolis of England, a place of importance during the Norman dynasty, and a famous educational centre. Although time, which effects so many changes, has shorn the city of all regal grandeur, yet in its noble cathedral, its wealthy foundation of Winchester College, and its quaint Hospital and Church of St. Cross, it still retains three remarkable relics of its former distinguished position as a seat of religion and learning. St. Swithin's Cathedral is a venerable pile, 560 feet in length, the western front being surmounted by a statue of its famous founder, William of Wykeham. The huge structure comprises examples of many architectural periods, but its principal features are the old Norman nave, the splendid Early English and Decorated work of the Choir and Lady Chapel, the finely-carved choir-stalls, numerous chantry chapels, and a most interesting series of tombs. At Winchester College we are again reminded of the beneficent bishop whose princely gift of the first public school in England was meetly supplemented by his munificent endowment of New College, Oxford. With the celebrated seven chambers, the great schoolroom, the hall, the chapel, and the warden's dwelling are associated the dearest memories of every Wykehamist. In the Hospital of St. Cross, established in 1136 by the brother of King Stephen, Bishop Henry de Blois, we may find, both in its customs

and its buildings, some of the most curious relics of mediæval charity. Amongst other noteworthy remains of old civic Winchester are St. Stephen's Hall, the Westgate, the Gothic Cross in High Street, the Hospital of St. John, and the ruins of Wolvesey Castle. The handsome Guildhall, the County Hall, and the Corn Exchange are some of the chief nineteenth-century buildings. The General Post Office is in Parchment Street. Winchester Races take place in July, and the Horticultural Show usually occurs during August. A corn market is held on Saturday. Thursday is an early-closing day. The "George," the "Royal," and the "Black Swan" are the leading hotels. (*Population*—19,073.) Press—*Hampshire Chronicle, Hampshire Observer.* After leaving WINCHESTER the trains pursue their journeys *via Shawford, Eastleigh, Swaythling, St. Denys*, and *Northam* to SOUTHAMPTON, where passengers can join the steamers for NEW YORK.

RESUMING our journey from DIDCOT JUNCTION, we soon pass, on the right, Milton and its manor-house, which was built by Inigo Jones. On the left we see the spire of Steventon Church, and then run by STEVENTON to WANTAGE ROAD, for *Wantage*, which may be reached by a tram-car and other vehicles running from the station. It is interesting as the birthplace of the great King Alfred, a descendant of Cerdic, the conquering Teuton. Here, too, in more recent times was born Bishop Butler, author of "*The Analogy of Natural and Revealed Religion.*" In the market-place stands a colossal statue of King Alfred, sculptured by the Prince of Hohenlohe-Langenburg. It was presented to the town by Lord Wantage, and was unveiled by the Prince of Wales on the 14th of July, 1877. A weekly corn market is held at Wantage on Wednesday. In the neighbourhood are various British, Roman, and Saxon remains; also that famous relic of heathen days known as Wayland Smith's Cave. At Letcombe Bassett, Dean Swift found a quiet retreat while he wrote his "*Free Thoughts on the Present State of Affairs.*"

From Wantage Road we speed away to EAST and WEST CHALLOW, near the Berks and Wilts Canal. From here we soon reach UFFINGTON, at the foot of White Horse Hill, of which Judge Hughes wrote in "*Tom Brown's School Days*": "What a hill is the White Horse Hill! There it stands right up above all the rest, nine hundred feet above the level of the sea, and the boldest, bravest shape for a chalk hill that you ever saw." The hill has its name from the rudely-made figure of a galloping white horse, such as was upon the old banner of the Saxons. It has been made by cutting through the turf to the depth of about two or three feet. Its dimensions extend over nearly an acre of ground, and it is *visible from* a distance of fourteen miles. On the top of the

hill, where the armies of Britons, Romans, Saxons, and Danes doubtless successively encamped, is a large oval earth-fortress, called Uffington Castle. Uffington contains an interesting church. From the station a short branch extends northward to

FARINGDON,

Fares—1st, 11/9; 2nd, 7/6; 3rd, 5/10½. Return—1st, 20/6; 2nd, 13/-.

70 miles from Paddington. Faringdon is a most pleasantly-situated village on the side of a hill overlooking the rich and fertile Vale of White Horse. It is about three miles from Uffington, two from the river Isis, and close to Faringdon Hill, which is visible as a landmark from a great distance. It commands extensive and charming views, being nearly the highest part of the shire. The Saxon kings had their palace at Faringdon, where died the great King Alfred, and his son Edward the Elder. During later centuries the town endured some stormy times, and especially through the great Civil War. A weekly market is held on Tuesdays. Hotels—The "Bell" and the "Crown." (*Population*—3,384.) Press—*Faringdon Advertiser.*

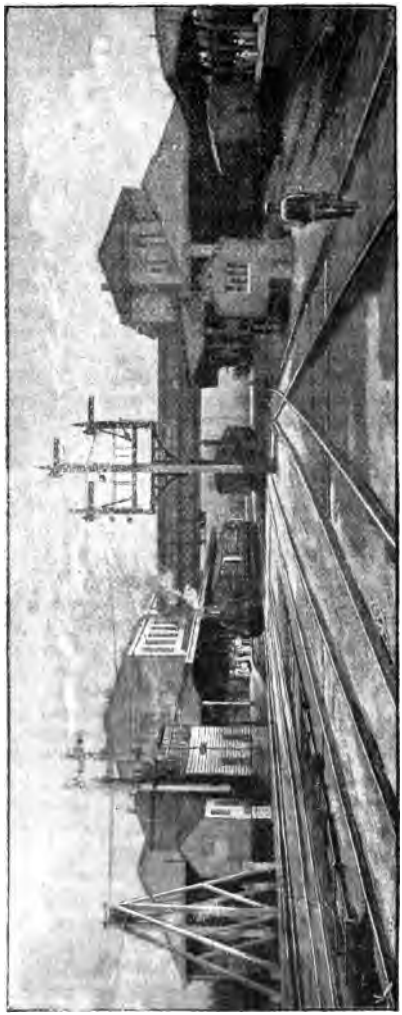
UFFINGTON is succeeded on the main line by SHRIVENHAM, near Beckett House, the seat of Viscount Barrington. After crossing the Wilts and Berks Canal, we presently have a fine view of Highworth on the right, also of Beacon Hill and Liddington, near Liddington Castle, on the left, and within a few minutes we reach

SWINDON JUNCTION

(*For Gloucester, Cheltenham, Hereford, Newport, Cardiff, Swansea, South Wales, and Highworth*),

Fares—1st, 13/-; 2nd, 8/-; Parl., 6/5½. Return—1st, 22/9; 2nd, 14/2.

77¼ miles from Paddington. Swindon, originally a prosperous agricultural parish of Wiltshire, has since its connection with the "*Great Western Railway*" attained the proportions and importance of a populous town. Its position at the bifurcation of the main line respectively for the West of England and South Wales has caused it to become a most busy centre of traffic. But the principal reason for its remarkable growth has arisen from the establishment of the Company's engineering and carriage works, which here extend over nearly two hundred acres, and furnish employment for many thousands of skilled artisans. In the High Street is the Great Western Railway Mechanics' Institution, containing an excellent library and every accommodation for large public assemblies. The town is well supplied with places of worship, having in addition to those connected with the Church of England numerous



SWINDON STATION AND HOTEL.

capacious chapels for the Baptists, Brethren, Congregationalists, Primitive Methodists, Roman Catholics, Salvation Army, and Wesleyans. The General Post Office is in Bath Road, and a sub-office is in Bridge Street, New Swindon. A corn market, also horse and stock sales, are held weekly on Monday. Wednesday is an early-closing day. Fairs take place in April, May, September, and December. The annual Flower Show is held in August.

Swindon Junction Station is a point where passengers by the West of England expresses should exchange carriages for Gloucester, Cheltenham, Ross, Hereford, and certain South Wales stations; also for the branch line that *via* STRATTON, STANTON, and HANNINGTON communicates with HIGHWORTH, a pleasantly-situated market town. The platforms at Swindon Junction are furnished with letter-boxes, a telegraph office, bookstalls, and

refreshment-rooms. Luncheon baskets are supplied. The majority of the trains stay some minutes to allow time for refreshments. Adjoining the station is the "Queen's Royal Hotel," which is under the management of the Company, and affords excellent accommodation for families or gentlemen. The "Goddard Arms" is at Old Swindon. (*Population*—27,295.) Press—*North Wilts Herald*, *Swindon Advertiser*.

Resuming our journey, we note, on the right, the distant heights of Lydiard, cross the Berks Canal, and then pass Easterne Manor House and Tockenham House, ere we come to WOOTTON BASSETT. Passing the pretty village on the left, we descend to DAUNTSEY, the junction for Malmesbury. Dauntsey is a Wiltshire parish, with a handsome church in the Decorated English style, containing a monument in white marble to the memory of Henry Danvers, Baron Dauntsey, who first provided the University of Oxford with a garden for the study of botany. Dauntsey House is the residence of Sir H. B. Meux. Passing over the branch line from Dauntsey, we call at SOMERFORD, and then arrive at

THE MARKET CROSS, MALMESBURY.
(*From a photograph by Messrs. R. Wilkinson & Co., Trowbridge.*)

MALMESBURY.

Fares—1st, 15/9; 2nd, 10/-; 3rd, 7/10½. Return—1st, 27/6; 2nd, 17/6.

94 miles from Paddington. This ancient town stands on the ridge of a narrow hill, sloping down steeply on its northern and southern sides, and is nearly surrounded by two streams, which, uniting at its southern extremity, form the lower or Somersetshire Avon. The ruins of its famous abbey are on the highest point of the ridge. Its buildings once covered forty-five acres of ground, and Leland, who wrote in the time of Henry VIII., described it as "a right magnificent thing." The present remains are small; but the south porch is one of the finest specimens of Norman work in the country. A portion of the structure is still used as a church. In the centre of

the town stands a fifteenth-century market cross. The station has a letter-box. Thursday is an early-closing day. Hotels—"The King's Arms" and the "George." (*Population*—2,964.)

After returning to the main-line station at DAUNTSEY we take a run of some six miles towards

CHIPPENHAM

(*For Westbury, Yeovil, Bridport, and Weymouth*),

Fares—1st, 15/8; 2nd, 9/10; Parl., 7/10. Return—1st, 27/6; 2nd, 17/3.

94 miles from Paddington and 74½ from Weymouth. This ancient market town is very pleasantly situated on the south bank of the Avon, by which it is nearly surrounded. Chippenham was, says tradition, a large and populous place even in the days of King Alfred, who here had a palace. The church, now an enlarged and restored building, is of varied architecture.

In the coaching days Chippenham, being on the main road for Bath, was a gay and busy town, and, moreover, it then was fashionable by virtue of its largely-visited chalybeate springs. Not far distant is Lacock Abbey, formerly a nunnery, standing in a level meadow watered by the Avon. It is the seat of the Talbot family, and was once occupied by the English discoverer of photography, Mr. W. H. Fox Talbot. Within walking distance of Chippenham are the noble and extensive park and mansion of Lord Methuen, the former filled with the most romantic woodland scenery, which annually attracts thousands of gratified visitors from Bath and Bristol; and the latter, Corsham Court, containing a fine collection of rare and valuable works of art. A weekly market is held here on Friday, and Wednesday is an early-closing day. The town contains several important centres of industry, amongst which is the new factory of the Wiltshire Bacon Curing Company, Limited. Chippenham station is provided with a letter-box, a telegraph office, bookstalls, and a refreshment-room. The "Angel," the "George," and the "Bear" are the leading hotels. (*Population*—4,618.) Press—*North Wilts Guardian.*

From Chippenham extends the short branch that leads to

CALNE,

Fares—1st, 1/6; 2nd, 10⅞; 3rd, 8/3½. Return—1st, 2/9; 2nd, 1/3.

99 miles from Paddington. Calne is an ancient borough and market town on the river Marlan. Here are a handsome modern Town Hall and a spacious parish church, also other places of worship. The staple of the town is derived from agriculture, and the extensive bacon-curing works of Messrs. C. and F. Harris and *Company, Limited.* A weekly market is held on Wednesday, and

Tuesday is an early-closing day. A short distance from Calne is Bowood, the picturesque seat of the Marquis of Lansdowne. Near Bowood is Sloperton Cottage, where the poet Moore resided, and where many of his most popular songs and poems were written. Here he first met the great composer Rossini. (*Population*—3,495.)

Returning to the main line at CHIPPENHAM, we pass on the right Bremhill, where Bowles the poet was rector, and leave behind us on the other side Bromham, the place of Thomas Moore's death. Shortly after leaving Chippenham we note a line diverging on the left for Westbury, Trowbridge, Salisbury, Yeovil, Bridport, and Dorchester; also to Weymouth, for the "Short Sea Route" to the Channel Islands. Passing CORSHAM, we are reminded that here was born Sir Richard Blackmore, one of the physicians who have figured in literature. Not far from it is the romantic village of Castle Combe, embosomed in lofty woodland hills.

Presently we plunge into the thick darkness of the elder Brunel's famous Box tunnel, nearly two miles in length, its height thirty feet, and its width the same. Again flitting by hill and vale, we cross Box Brook, enter another short tunnel, and arrive at the village of BOX, which, with its church, is seen on the left. Running on, we rapidly approach BATHAMPTON, where we effect a junction with the Newbury, Hungerford, and Devizes route; also with the main lines from Weymouth and Salisbury. Our express now pursues a serpentine course along the east side of the city, which, spreading from the deep valley, climbs the sides of lofty hills, ranging from 400 to 800 feet above the sea. Here the far-spreading terraces, squares and crescents of tall stone houses, with gardens and trees, rise like the seats of an amphitheatre one above the other, and present an appearance which, when the evening closes in, and the houses and streets are lighted up, is very remarkable and characteristic of

BATH,

Fares—1st, 17/10; 2nd, 11/2; 3rd, 8/11. Return—1st, 31/3; 2nd, 19/6.

107 miles from Paddington, 11½ from Bristol, 87 from Exeter, 139¾ from Plymouth, 219½ from Penzance, and 76 from Weymouth; also, *via* the Severn Tunnel, 37½ from Newport, 49½ from Cardiff, and 163½ from New Milford.

How curious a history is that of Bath, which in bygone centuries claimed such euphonious titles as the "Queen of the West," the "King of the Spas," and the "City of the Waters of the Sun," and in later days has been eulogised by such gifted pens as those of Lord Macaulay, Walter Savage Landor, and Thomas Carlyle. Putting aside as probably fabulous the story of its origin told by Geoffrey of Monmouth, that of how King Bladud, eighth in descent

THE ABBEY CHURCH, BATH.
(From a photograph by Messrs. J. Dugdale & Co., Bath.)

from Brutus, sailed to this island after the destruction of Troy, and, conquering, gave it the name of Britain; we may yet tell how, being driven from his court as a leper, he came here doleful and weary, hired himself to tend swine, gave the pigs his disease, found they were cured by bathing in the hot steaming mud made by the oozing upwards of Bath's wonderful hot springs, heated by subterranean fires, and throwing up millions of tons of water every year. The pigs bathed thus and were cured; the disguised and unhappy descendant of Brutus of Troy also bathed in the mud and was cured, went back to London, was restored to his throne, made known the secret of his restoration to health, and erected here a magnificent city to mark his gratitude.

More reliable evidence of the antiquity of Bath is to be found in the remains of fortifications crowning her lofty hills, in relics of men of the Stone Age brought to light from time to time, and in records of the Roman occupation, when a legion was established here to beat back the hill tribes of Cambria. Then, doubtless, the baths first became famous, and Roman villas sprang up, with temples and theatres, and gates and walls, all dedicated to their deity, Sul-Minerva, whose city it became, and of which city, remains have been frequently dug up. During the times of the later Saxons a convent and an abbey were founded here. Early in the Norman era a physician of Tours, John de Villula, who seems to have used the waters for his patients, bought the lordship for five hundred marks, and, taking priest's orders, became Bishop of Wells, but made Bath the real seat of his bishopric, when by rebuilding the houses, enlarging its boundaries, and erecting a magnificent new Romanesque cathedral, he doubtless became the true founder of its importance.

The city received its first charter from our warlike Richard I. In 1189 Reginald Fitzjoceline founded St. John's Hospital, and built the Hot and the Cross Bath. The Civil War of the seventeenth century found the city loyal to the king, and a fierce battle was fought between the forces of Sir William Walter and Sir Bevil Grenville upon the slopes of Lansdowne, on the northern side of the city. Henrietta Maria, Queen of Charles I., first made Bath fashionable by the visit she paid in 1644. In 1704 the famous Beau Nash succeeded the notorious gambler Captain Webster as Master of the Ceremonies. Nash found it little larger than a country village; but now in place of this old Bath is a modern city, illuminated by the electric light, and in parts closely resembling the West End of London. Amongst the principal terraces is the Royal Crescent. The deep romantic valley is surrounded by a triple circle of splendid hills, including Claverton on the east, 600 feet above the sea; Lansdowne Hill to the north, 813 feet above it; and Bathwick in the east, about 400 feet in height. These

elevations, with Beechen Cliff, Sham Castle, Camden Crescent, and Lansdowne Crescent, are the principal view-points. On the summit of Lansdowne Hill stands the tower erected by the author of "*Vathek*," the eccentric and wealthy Mr. Beckford. The suburbs and surrounding countryside are remarkably picturesque, and afford a charming series of walks, drives, and excursions.

By universal consent of the medical profession Bath is placed in the first rank of English health resorts. Its matchless combination of a mild climate with the possession of thermal waters is an invaluable boon to thousands of invalids who are precluded from visiting the Continent. Indeed, the baths are so complete in their luxurious appointments, and also in their costly fittings for mechanical or medicated applications, as to be fitly designated "the most perfect in Europe." The principal springs are enclosed within the Roman well, which is situated beneath the King and Queen's Bath. The waters usually rise at a temperature of 120° Fahrenheit, and their daily outflow is over half a million of gallons. An official return of bathers during a recent year shows a total of some ninety-four thousand persons. The favourite place of assemblage for drinking the waters is the Grand Pump Room, which, with the principal baths, adjoins the "Grand Pump Room Hotel." Its imposing Italian design encloses a spacious hall where the waters are dispensed each weekday from 8·30 A.M. to 6·0 P.M., and also for a short time during midday on Sunday. The area, which affords an excellent promenade, is well supplied with seats, and each afternoon is enlivened by the strains of an efficient band.

Although several vestiges of the Roman occupation were long ago discovered in Bath, many more have been brought to light as the result of later excavations. Amongst these is the large Roman bath surrounded by a hall, ambulatories, and various chambers. This unique relic, which may be considered one of the most interesting antiquities of the kingdom, together with a round bath of the same period, and other remains, may be inspected by visitors. The various bathing establishments are both owned and controlled by the Corporation. In point of date the chief of these is the old King and Queen's Bath, founded about the middle of the sixteenth century. It has a capacity of some 51,000 gallons. But for elaborate decorations and adaptations to the demands of modern medical science, the palm is certainly due to the New Royal Baths and the New Queen's Bath. These fine establishments unitedly comprise a spacious swimming-bath, several private bath-rooms, douche-baths, and other specialities. A noteworthy apartment is the room devoted to the inhalation of plain or medicated vapours, while another feature of considerable hygienic value is the hall appropriated to the various specific forms of local water applications. In the same

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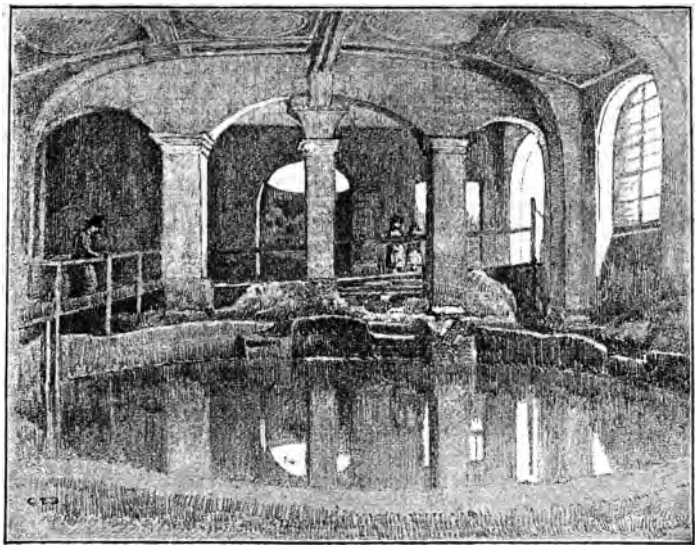


THE ROMAN CIRCULAR BATH.

neighbourhood are the Royal Private and Hot Baths, the Cross Bath, and the Kingston Bath. As a general rule, waters so potent in their remedial properties are best taken under medical advice, and this leads us to remark that Bath is favoured with numerous medical practitioners of eminence. The thermal treatment is mostly prescribed for gout and rheumatism. It is also efficacious in cases of indigestion, palsy, cutaneous affections, and some forms of nervous disorder.

The Abbey Church, at the south end of High Street, is remarkable for the height of the clerestory, and the oblong shape of the tower, which, from the number and size of its windows, in all fifty-two, has been called the "Lantern of England." Founded in 1500, and built in the shape of a Latin cross, in the Perpendicular style, it was one of the churches carefully restored by Sir Gilbert Scott. The Congregational Chapel, in Argyle Street, is famous as the scene for sixty-three years of the ministrations of the Rev. William Jay—the celebrated "Jay of Bath." Lady Huntingdon's Chapel, at the Vineyards, was built by the pious countess whose name it bears. In addition to these buildings are numerous fine structures connected

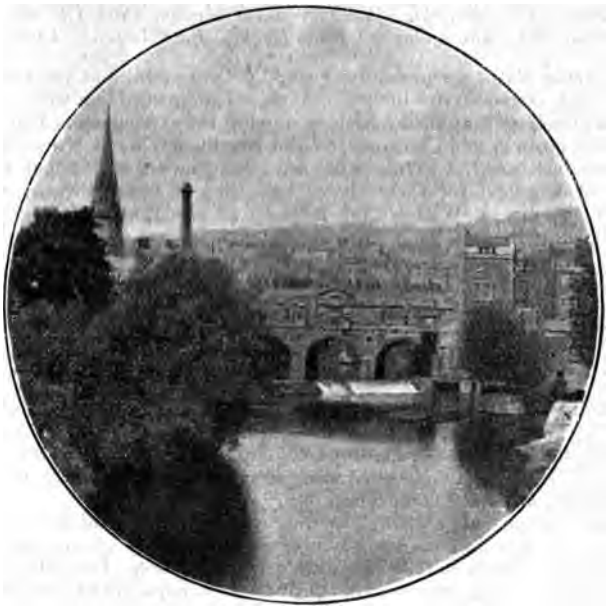
with the Church of England, while the principal Nonconformist Churches in Bath provide accommodation for the Baptists, Brethren, Congregationalists, Countess of Huntingdon's Connexion, Friends, Moravians, Primitive Methodists, Roman Catholics, Unitarians, United Methodists, and Wesleyans.

Amongst the principal public buildings are the Guildhall, in the High Street, erected towards the close of the last century; the adjoining Market; the Assembly Rooms, between Alfred Street and Bennett Street; the Literary and Scientific Institution, facing the North Parade; the Athenæum, in Orange Grove; the Theatre, in Beaufort Square; the Royal Mineral Water Hospital; and the Royal United Hospital. In Broad Street is the Jubilee Hall of the Young Men's Christian Association. The Royal Victoria Park abounds in attractions; the Sydney Gardens are finely timbered; and some of the bridges command charming views of the Avon Valley. The General Post Office is in York House Buildings. The Bath and County Club is in Queen's Square. Bath is favoured with several high-class firms of house and estate agents. We may mention that a monthly list of residential properties is issued by Messrs. Powell and Powell, of Union Street.

Chief amongst the educational establishments of Somerset is Bath College, which occupies an attractive suburban site. It is generally recognised as one of the most successful public schools of the country, its "old boys" having gained distinguished honours both at Oxford and Cambridge, also in the Army and Civil Service examinations. The headmaster is assisted by a large and highly competent staff of University graduates. Other noteworthy schools are the Grammar School, a foundation of the sixteenth century, situated in Broad Street; the Royal School at Lansdowne, for the daughters of military officers; the New Kingswood School, also at Lansdowne, for the sons of Wesleyan ministers; the Roman Catholic Colleges at Prior Park; and several superior private educational establishments. Combe Down, where the famous stone is quarried of which Bath is chiefly constructed, is a pleasant healthy suburb; while the breezy heights of Lansdowne command glorious prospects. Upon the slope of Lansdowne Hill, below St. Stephen's Church, nearly five hundred feet above sea-level, and yet protected from the north and east winds, is the "Lansdowne Grove Hotel." This high-class establishment, which is surrounded by well-wooded grounds, will doubtless prove an attractive place of sojourn for visitors to Bath, especially during the months of summer.

Amongst noteworthy events in Bath are the races, held in May, a rose and strawberry show in July, and a horse show in September. Wednesday is the weekly market day, and certain business *establishments close* early on Thursdays or Saturdays. The railway

station is provided with a letter-box, a telegraph office, and book-stalls. The combined railway and river "*Thames Valley Circular Tour Tickets*," issued at Bath on each weekday during the summer months, are available in connection with the sailings of Messrs. Salter Brothers' Oxford and Kingston steamers (*see page* 277).



VIEW ON THE AVON, BATH.
(*From a photograph by Messrs. J. Dugdale & Co., Bath.*)

The leading hotels are the well-known "Grand Pump Room," an imposing, well-arranged, and handsomely-furnished establishment in direct connection with the baths; the "York House," which is a high-class and perfectly-appointed hotel adjoining the General Post Office; the "Lansdowne Grove," on Lansdowne Hill; and the "Royal Station," which is connected with the "*Great Western*" platforms by a covered way; also "Francis's Boarding House," a most comfortable residence in Queen Square. "Stead's Private Hotel" may be safely recommended to those who appreciate the quietude of a high-class and exclusively private establishment. It is

patronised by many members of the aristocracy. The apartments, mostly *en suite*, are spacious, comfortably furnished, and command pleasing views. "The Castle," the "Christopher," the "Angel," and the "Fernley" (temperance) are family and commercial hotels. (*Population*—51,843.) Daily Press—*Bath Daily Argus, Bath Daily Chronicle, Bath Herald.* Weekly—*Bath Argus, Bath Chronicle, Bath and Cheltenham Gazette, Bath Herald, Bath Journal, Bladud.*

Leaving Bath, we pursue our way by TWERTON, and presently arrive at SALTFORD, by the river Avon. Emerging from the Saltford Tunnel, we may then notice on our left the extensive gardens of Messrs. Garaway and Company, of the Durdham Downs Nurseries, Whiteladies Road, Clifton, who are well known throughout the West of England for their choice collection of trees, shrubs, and ornamental plants. Within a few minutes we pass KEYNSHAM, cross the Avon, and enter

BRISTOL,

Temple Meads Station

(*For Portishead and the Severn Tunnel Route to South Wales*),

Fares from Paddington—1st, 19/9; 2nd, 12/6; Parl., 9/10½. Return—1st, 34/6; 2nd, 21/9.
Fares from Jersey or Guernsey—1st and Saloon, 33/-; 2nd and Saloon, 28/-; 3rd and Saloon, 22/2.
Return, 48/-; Return, 46/-; Return, 33/6.
2nd and After Cabin, 23/-; Return, 38/-. 3rd and After Cabin, 17/2; Return, 25/6.

118½ miles from Paddington, 75½ from Exeter, 128½ from Plymouth, and 87¼ from Weymouth; also, *via* the Severn Tunnel, 39 from Cardiff, 128¼ from New Milford, 172 from Liverpool *via* Birkenhead, 177½ from Manchester, 253½ from Windermere, 394¼ from Edinburgh, and 395½ from Glasgow.

Antiquarians have always been divided in their opinions about the age of this famous city and port, and equally diverse have been the conjectures relating to its early founders. Undoubtedly the existence of Roman remains proves the occupation of this site by the Romans. In Domesday Book the city of Bristol is rated higher than all others, with but three exceptions, these being London, York, and Winchester. King Alfred walled it in and strengthened it, probably against the Danes.

Anciently the city boundaries were the two confluent rivers, which environed it with a natural defence on all sides save one, where a castle stood, protected by a broad deep moat, supplied with water from the Frome, which at that time flowed by its northern walls. In Bristol Castle Robert, the son of the Conqueror, was shut up by his brother Henry. During the turbulent reign of Stephen, Bristol became a city of mighty traffic, and one of the richest in the kingdom, ships coming here from every part of Europe. One of its great merchant princes, William Canynge, employed eight hundred mariners. About 1497 the illustrious

"Strongest and Best."—*Health.*

Fry's

Pure Concentrated

Cocoa

OVER **200** GOLD MEDALS AND DIPLOMAS.

with hotels and lodging-houses. The beautiful walk along the coast by Langstone Cliffs affords glimpses of weirdly picturesque scenery, so strangely fantastic are the forms assumed by the red cliffs and masses of wave-washed rocks. The railway station has a bookstall on the up platform. Hotels—The "Royal," the "Albert," and the "London." (*Population*—4,210.) Press—*Dawlish Times*, *Dawlish Western Guardian*, *Westcott's Local Press*.

Skirting the coast-line, here formed by a massive sea-wall, we pass on, leaving Haldon Hill on the right, eight hundred and eighteen feet above the sea, and then proceed to

TEIGNMOUTH

(*For Bishop's Teignton*),

Fares—1st, 31/-; 2nd, 19/6; 3rd, 15/6½. Return—1st, 54/6; 2nd, 34/2.

209 miles from Paddington. Teignmouth derives its name from its situation at the mouth of the river Teign. Its splendid beach extends from the Parson and Clerk Rock to the mouth of the river under the Ness promontory. This lovely spot, which is the oldest, and, after Torquay, the largest of the watering-places upon this coast, consists of East and West Teignmouth. The town itself is built with one side upon the river Teign and the other side facing the sea. The most fashionable promenade, known as the Den, consists of a beautiful green sward commanding wide ocean views, and having its walks and drives tastefully planted with flowers and shrubs. Round the Den are the crescents and terraces comprising the principal lodging-houses, and in a prominent position is the handsome elevation of the East Devon and Teignmouth Club. Close to the Club are the Baths, which contain a swimming-bath, also hot and cold, salt and fresh, shower, vapour, and douche baths. From the centre of the Den extends an iron pier.

From the top of Haldon Hill, some two miles distant, the prospect is most extensive, and well repays the visitor for the trouble of the ascent. Upon a clear day the Bill of Portland is distinctly visible towards the east, and the outline of the sea-coast can be followed as far as Berry Head towards the west; whilst inland we may obtain a sweep of horizon extending from Honiton to Dartmoor; the panorama comprising within itself some of the most beautiful places in Devonshire. Upon the opposite side of the river are situated the hamlets of Shaldon and Ringmore, in the parish of St. Nicholas, access to which and to the beautiful drive along the coast of Babbacombe and Anstis Cove can be obtained either by the ferry-boat, which is constantly plying from near the life-boat station, or by road, past Bitton and across the bridge. Close to the bridge, in Lower Bitton, are the courts of the Lawn Tennis Club. Between the bridge and the sea is the harbour,

Cabot, who first observed the variation of the needle in the mariner's compass, had set sail from Bristol on the famous voyage during which he discovered Newfoundland. He was probably the first European to set foot on the American Continent—just before Columbus discovered it, according to some authorities, and just

BRISTOL CATHEDRAL.

(From a photograph by Mr. Harvey Barton, Bristol.)

after, according to others. During the Civil War of the seventeenth century Bristol was besieged by Prince Rupert, also by Cromwell and Fairfax. In 1793 popular discontent manifested itself in some serious riots, and these were repeated in 1831 shortly before the passing of the Reform Bill.

Bristol Cathedral, which is dedicated to the Holy Trinity, and was originally the great church of a twelfth-century Augustinian

monastery, stands upon the south side of College Green. It is chiefly noted for an imposing Decorated choir and the Berkeley Chapel, which is an elegant specimen of Early English work. The spacious nave, with side aisles and clerestory, in the Early Decorated style, has recently been added from the designs of the late Mr. G. E. Street. A fine Norman doorway at the west end leads into Lower College Green. Not far distant is the grand old Chapter House. Its roll of bishops contains numerous illustrious names, including Dr. Lake, one of the historic seven, who was succeeded by Dr. Trelawny, another of that "glorious company;" Dr. Secker, afterwards archbishop; and Joseph Butler, of "*Analogy*" renown. A statue of this prince of apologists will be found in the cathedral, and not far from it is a monument of Miss Mary Carpenter, the "Dorcas" of Bristol. There is also a bust of Robert Southey, who was a native of the city, besides memorials to the wife of the poet Mason, and to Mrs. Draper, the "Eliza" of Sterne. Here, too, is interred Lady Hesketh, the friend of the amiable poet of Olney.

When Queen Elizabeth visited Bristol in 1573, she justly pronounced the church of St. Mary Redcliffe—so called from the red sandstone cliff on which it stands—to be "the fairest and stateliest parish church in England." The upper part of the stone steeple was struck down by lightning in 1445, and not rebuilt for upwards of four hundred years. Now, however, it is once more elevated to its original height of more than 200 feet. The style is the Early Perpendicular, though the richly-sculptured northern doorway and some other portions belong rather to the Decorated period. The structure was founded about the year 1300, but was enlarged, beautified, and, in fact, re-founded by William Canynge, whose effigy, with that of his wife Joan, will be found in the south transept.

It was in the muniment room of this church that Thomas Chatterton, a lawyer's clerk, professed to have found a number of mediæval MSS. in prose and poetry, apparently the work of Rowley, a priest, but in reality Chatterton's own composition. The deception escaped detection, and stimulated by success Chatterton went up to London to write for the booksellers. The melancholy story of the boy-poet is well known, and needs no summary. He died by his own hand in a garret to avoid starvation when he was only seventeen, and was buried in a nameless grave in Holborn. In the north-west angle of Redcliffe Churchyard a handsome monument commemorates at once his brilliant genius and his unhappy fate. With another Bristol church is bound up the memory of an equally unfortunate poet, for the churchyard of St. Peter's contains the remains of Richard Savage, who after a life of reverses died in the debtors' prison.

All Saints' Church, in the centre of the city, is remarkable for

ST. AUGUSTINE'S BRIDGE, BRISTOL.
(*From a photograph by Mr. Harvey Barton, Bristol.*)

its combination of the sacred and the secular. It has two "curious excrescences," the one a parsonage house (now used as a lawyer's office), built into the church and forming part of it, and commanding a view of the chancel through the window; the other, the old library and scriptorium of an ancient guild known as the Calendars, now used as an insurance office. At the eastern end of the south aisle lie the ashes of Bristol's great philanthropist, Edward Colston. This benevolent merchant, who lived in the reign of James II., distributed upwards of £100,000—a prodigious sum in those days—in charity. The three Colston societies of Bristol—"The Dolphin," "The Grateful," and "The Anchor"—assemble every 9th November (the anniversary of his birth) to celebrate his memory by talking party politics, and by the more appropriate method of raising subscriptions for charitable objects, several thousands of pounds being obtained in this way every year.

This by no means exhausts the number of noteworthy churches in Bristol, in which, indeed, the city is singularly rich. Nor is it wanting in memories of special interest to the Nonconformist. Broadmead Chapel counts among its former pastors John Foster, the essayist, and Robert Hall, whose resplendent oratory has given him immortal fame. At the Tabernacle, in Penn Street, Rowland Hill, afterwards of Surrey Chapel, London, began his remarkable ministerial career; while in Lower Berkeley Street was born Joseph Sortain—Sortain of Brighton, as he came to be called—whom Thackeray described as "the most accomplished orator" of his acquaintance.

Chief amongst the many substantial public buildings for which Bristol is celebrated is the Guildhall, in Broad Street, an imposing composition in the Elizabethan style. The Council House, which contains an elaborately-decorated staircase and a remarkably handsome council chamber, was erected early in the present century after the designs of Sir Robert Smirke. Near this is the Exchange, a classical structure, completed about 1744 by Wood, one of the original architects of Bath. Of a similar style, but later in date, are the Commercial Rooms, which, with the Corn Exchange (where a weekly market is held on Thursday), are in Corn Street. The Assize Courts, in Small Street, possess a Perpendicular elevation of considerable architectural merit. In the same street is the General Post Office. The principal banks, insurance offices, and larger warehouses are within the neighbourhood of High Street, Broad Street, Corn Street, and Wine Street. The two more commodious centres for public assemblies are Colston Hall, in Colston Street, and the Victoria Rooms, near Queen's Road. Theatres will be found in King Street and Park Row. In St. James's Square is the fine hall of the Young *Men's Christian* Association.

On College Green, facing the Cathedral and the Royal Hotel, is the High Cross, an elegant Decorated Gothic structure; also a fine marble statue of the Queen, by the late Sir J. E. Boehm, which was completed in 1888 as a memorial of Her Majesty's Jubilee. Here, too, is the civic cross. Not far distant, in Queen's Road, is the Bristol Library and Museum, which comprise an extensive library, reading-rooms, and numerous valuable collections of curiosities. The Bristol Fine Arts Academy is in the Whiteladies Road.

Bristol is one of the most important scholastic centres in the West of England. Apart from its connection with the Bristol University College, and with the celebrated foundation of Clifton, it has acquired considerable reputation as the seat of Bristol Grammar School, which embraces classical and modern divisions, affording a superior education for some four hundred boys. Here, too, is the ancient school of the Merchant Venturers. The provision for the tuition of girls comprises several noteworthy corporations, chief of which are the Clifton High School for Girls and the Redland High School, which, although a younger institution, occupies a leading position and does some exceedingly good work, as is shown by the examination lists which are issued periodically. On Ashley Down are the famous Orphan Houses which, under the direction of the Rev. George Muller, provide a home and education for more than two thousand orphan children who are bereft of both parents. The Merchants' Hospital is an ancient marine charity in King Street, near to the Custom House.

Clifton, once distinct from, now forms a part of Bristol. The tramcars, which have their terminus by the "*Great Western Railway*" station, run through the streets and up the steep hills of Bristol to a terminus almost underneath a triumph of modern engineering art—namely, the bridge over that wonderful chasm in the rock to which Clifton owed its ancient British name, *Caer Oder* (the City of the Chasm). The surrounding scenery is of the most romantic character, needing only solitude for its perfection. But that it will, probably, never possess, for it is the much-patronised and built-upon suburb of Bristol's wealthy citizens, and the favourite resort of its numerous fashionable visitors.

As a watering-place Clifton derived its fame from hot-water springs emerging from the lower part of St. Vincent's Rocks, where pumps and a bathing-place were erected in the seventeenth century. In the course of time gentlemen's mansions sprang up upon the breezy, healthy, prospect-commanding heights, and spreading into crescents, terraces, streets, and squares, extended over the Durdham and Clifton Downs, until Clifton became what it now is, an integral part of the great city of Bristol.

Clifton College is a famous modern foundation, from which

the Universities have had some excellent scholars. At Clifton are caverns of which traditionary stories are extant, and here is that magnificent suspension bridge already mentioned, the foundations of which were laid in 1836, although it was not completed until the chains of Hungerford Suspension Bridge were taken down, and here re-suspended. The centre span—one of the longest in the world—is 676 feet in extent, and the entire length of the bridge is 1,352 feet. The Clifton Zoological Gardens have, out of London,

CLIFTON SUSPENSION BRIDGE.
(*From a photograph by Mr. Harry Burton, Bristol.*)

the finest collections in the kingdom. Clifton and Durdham Downs afford four hundred and forty-two acres of singularly picturesque uplands.

As a railway centre Bristol is of great importance, for not only is it in direct and frequent express communication with London (*Paddington*), Weymouth, and the West of England, but by way of the Severn Tunnel it is now in similarly direct connection with South Wales, North Wales, Lancashire, Yorkshire, the Lake District, and Scotland. It is likewise a starting-point for several branch services, of which one of the more noteworthy is the line that, *via* BATH and WESTBURY, leads through WARMINSTER, HEYTESBURY, CODFORD, WYLYE, WISHFORD, and WILTON to SALISBURY, whence passengers can reach Bournemouth,

Southampton, Portsmouth, and the Isle of Wight. Another useful branch is that which, by BRISLINGTON, PENSFORD, and CLUTTON, reaches HALLATROW, where a short spur diverges for CAMERTON, while the main route extends through WELTON (for Midsomer Norton), to RADSTOCK, MELLS, and FROME, which is on the main line from Paddington to Yeovil, Dorchester, and Weymouth.

A BIT OF OLD BRISTOL.

A third service by way of BEDMINSTER, CLIFTON BRIDGE, PILL, and PORTBURY communicates with PORTISHEAD, which is about eleven miles from Bristol. It has attractions of no mean order, being situated partly in a valley and partly on the slopes of finely-wooded hills, one of which projects into deep water, protecting the harbour and anchorage of Kingroad. The dock accommodation of Portishead is in direct working connection with all parts of the "*Great Western*" system, and thus with its associated railways throughout the country. Every facility is afforded for dealing with the large cargoes of grain, wine, timber, tobacco, sugar, and other commodities which form an immense aggregate of imports and exports. In a central situation, at 26, Redcliffe Street, are the chief offices of Mr. J. C. Wall, the Company's agent, who conducts an immense business in the conveyance of goods and the removal of furniture. This office is supplemented by numerous sub-offices established throughout Bristol and Clifton, also by flourishing agencies in the principal towns of the West of England.

Other services from Temple Meads run frequently to LAWRENCE HILL, STAPLETON ROAD, MONTPELIER, and CLIFTON DOWN; and certain of these trains continue their journey by SEA MILLS (for HOTWELLS), SHIREHAMPTON, and AVONMOUTH DOCK to AVONMOUTH. Bristol is also favoured with services to Clevedon; Cheddar and Wells; Weston-super-Mare; Monmouthshire and the Wye Valley District, South Wales, and Ireland. The principal water traffic is to the coasts of Somerset and Devon, and also with the larger ports of South Ireland. An important trade is likewise

conducted with the British possessions in the West Indies, with Spain and Portugal, and Africa; also with America and Newfoundland.

Bristol as a manufacturing centre is the seat of several flourishing industries, the engineering works, chemical works, soap works, cotton mills, corset factories, boot and shoe factories, tobacco factories, and breweries especially affording employment for large numbers of hands. Amongst the many manufactures which are more familiarly associated with the name of Bristol the preparation of chocolate and cocoa is one of the oldest. Since 1728 this important and flourishing local industry has been conducted by the well-known firm of Messrs. J. S. Fry & Sons, Limited, who have not only been the recipients of 180 gold medals and diplomas, but can claim the honour of being chocolate makers by royal appointment to the Queen. Although their varied products embrace almost every form of high-class cocoa, chocolate, and chocolate confectionery, the firm are chiefly celebrated for their pure concentrated cocoa, which has received marked commendations from leading members of the medical profession. Its home and foreign business has now assumed such huge proportions that no fewer than two thousand and five hundred hands are employed in the works. Several large fairs are annually held in Bristol, and of these the more noteworthy are those for wool and leather, taking place in March and September. Stock and horse fairs also occur during the same months, and a seed fair is held in March.

The large railway station at *Temple Meads* is supplied with two letter-boxes, a postal telegraph office, bookstalls, and spacious refreshment-rooms. Luncheon baskets are supplied. The combined railway and river "*Thames Valley Circular Tour Tickets*," issued from Bristol on each weekday during the summer months, are available in connection with the sailings of Messrs. Salter Brothers' Oxford and Kingston steamers (*see page* 277). During the summer months special "*Great Western*" excursion and tourist tickets afford facilities for trips throughout South Wales and the West of England.

The leading hotels are the "Royal College Green," the "Grand," the "Talbot," the "George," and the "Queen's"; also the "White Lion Temperance Hotel." At Clifton—the "Clifton Downs," the "Imperial," and the "St. Vincent Rocks." (*Population*—221,665.)

• Press—Daily: *Bristol Evening News, Bristol Mercury and Daily Post, Bristol Times and Mirror, Western Daily Press.* Weekly: *Bristol Observer, Clifton Chronicle, Clifton Free Press.*

HAVING thus far described the route of the main express line from Paddington to the West of England, we will now briefly refer to the previously-mentioned supplementary westward extension from

READING, which rejoins the trunk route at Bath. This loop line is served by the Wilts and Somerset trains, likewise by certain services travelling *via* Reading to Winchester and Southampton.

After quitting READING Station, and running onward for about a mile, we note the Basingstoke branch bearing away southward. Some three miles further we reach THEALE. About three miles distant is St. Andrew's College, Bradfield, perhaps better known as Bradfield College, a famous first-grade school, which was established in 1850, and founded by royal charter in 1862. Its present popular warden is the Rev. H. B. Gray, D.D. Our next station is ALDERMASTON, and just before reaching it we leave Ufton Court on the left, celebrated by Pope in his "*Rape of the Lock.*" Two miles on is MIDGHAM, which is succeeded by THATCHAM and

NEWBURY

(*For Winchester, Southampton, Bournemouth, Portsmouth, and Isle of Wight*),

Fares—1st, 8/10; 2nd, 5/6; Parl., 4/5. Return—1st, 15/6; 2nd, 9/10.

53 miles from Paddington and 26¼ from Winchester. Newbury is an important market town, having a considerable trade in corn and malt. Here lived Winchcombe, the famous "Jack o' Newbury," who sent one hundred of his weavers to the Field of Flodden. The railway, after leaving the town, crosses the site of the first battle of Newbury, where, in 1643, fell the gallant Falkland, whose memory has been commemorated by a monument. Newbury Grammar School is designed to afford a superior and practical education. Donnington Castle, about a mile from the town, belonged to Chaucer; it was the subject of several sieges during the Civil War, but held out bravely for Charles I. Highclere Castle, the magnificent residence of the Earl of Carnarvon, is situated some six miles southward. Its park is open to visitors on Wednesdays and Saturdays. A weekly market is held on Thursday, and during the summer months Wednesday is an early-closing day. The station is supplied with a letter-box. The southern extension by way of Winchester affords a direct road to SOUTHAMPTON. The leading hotels are—The "Queen's," the "Chequers," and the "Jack." (*Population*—11,002.) Press—*Newbury Express, Newbury Herald, Newbury Weekly News.*

Soon after leaving Newbury we see, on the right, Benham Place, the residence of Sir R. Sutton; and after passing KINTBURY come to HUNGERFORD, a market town on the banks of the Kennet. A market is held on Wednesday, and Thursday is an early-closing day. The hotels are the "Bear" and the "Three Swans." About a mile and a half to the right is Littlecot Hall, where stayed William of Orange when he was on his way to London.

Midway between BEDWYN and SAVERNAKE, Crofton village is seen to the right, and we presently, on the same side, come in view

of Tottenham Park. In the centre of the forest are the ruins of Savernake Lodge. Its pretty grounds may, by permission, be visited by picnic parties. Within easy reach of the station and of the forest is a good hotel. A short railway branch from Savernake Station (which is supplied with a refreshment room) skirts the lovely Savernake Forest. This finely-timbered tract, almost sixteen miles in circumference, is the only forest in the kingdom owned by a subject. The parts in it most worth visiting are the grand beech avenue, the King Oak, the Duke's Vaunt, and other spots of woodland beauty. By this line we reach

MARLBOROUGH,

Fares—1st, 12/6; 2nd, 8/-; Parl., 6 3/4. Return—1st, 22/-; 2nd, 14/-.

76 miles from Paddington. Marlborough is one of those towns whose life and history are in the past, which are yet attractive because of the many associations with which they are connected. Fifty years ago, before the introduction of the iron-horse, it was on the highroad between London and Bath, and then was vastly different from what it now is, especially when the London season was over, and the "nobility and gentry" cried "Westward Ho!" to drink the waters at the Avonside town. Now, were it not for its celebrated college, it would scarcely ever be mentioned.

Marlborough stands on the left bank of the Kennet, and was probably in the first instance the site of a stronghold. The fortress,

THE MARKET PLACE, MARLBOROUGH.

thought to have been built by William of Normandy, was during the struggle between the Empress Maud and Stephen held for the former, and had to suffer an attack from the ungallant usurper. Later, it became a frequent residence of Henry II. During the Civil War, Marlborough took the side of the Parliament, having in consequence to bear the penalty of defeat and sack when, from Oxford, the Royalists were able to attack it. But after Naseby revenge came, and Cromwell's troops held the castle until the conclusion of the war. When the king had "come to his own again," the mansion was erected, from the designs of Inigo Jones, by Francis, Lord Seymour. It will ever be known as giving its title to Churchill, first Duke of Marlborough. About 1780 the old residence was converted into an inn, and here Lord Chatham stayed for a time of seclusion on his return from Bath.

In 1843 the castle was subjected to another change, this time one which will add to its glory more than any in its whole history, for it, with two new houses added thereto, was made into Marlborough College, while the scope of the foundation was subsequently extended by the royal charters of 1845 and 1853. Its principal architectural attraction is the new chapel, a Perpendicular composition of considerable merit. Unfortunate at first, the school was afterwards most fortunate in its masters. Dr. Cotton, who left to become Bishop of Calcutta; Dr. Bradley, who became master of University College, Oxford, and subsequently Dean of Westminster; and Dr. Farrar, the popular Dean of Canterbury, are too well known to need more said of them; whilst young as is the school, many of its scholars have left their mark on the page of history. The school, which is under the general management of an influential council, now provides an advanced first-grade education for over six hundred boys. Seventy foundation scholarships for the sons of clergymen are tenable at the school, also other scholarships for the sons of laymen. Amongst noteworthy advantages associated with Marlborough are its numerous exhibitions tenable at the Universities of Oxford and Cambridge, also at Woolwich Academy. The present headmaster is the Rev. G. C. Bell, M.A.

The chief buildings of Marlborough are the old Town Hall and Market House, the parish churches of St. Mary the Virgin and St. Peter, and four Nonconformist chapels. In High Street is the General Post Office. A weekly market is held on Saturdays. During the summer Wednesday is an early-closing day. Important fairs are held annually on the 22nd of August and on the 23rd of November. The leading hotels are the "Aylesbury Arms" and the "Castle and Ball." (*Population*—3,012.) Press—*Marlborough Times*.

Resuming our journey at SAVERNAKE, we almost immediately

Falkland Islands, Valparaiso, and Callao. Several coasting steamers also call here. The port is an important coaling-station, and vessels from all parts of the world may be seen in the harbour. The leading hotels of Dartmouth are the "Castle" and the "Raleigh Temperance Hotel." The "Royal Dart" is at Kingswear. (*Population*—6,038.) Press—*Dartmouth Chronicle, Dartmouth Western Guardian.*

Returning to the main line at NEWTON ABBOT, and continuing our journey in a south-westerly direction, we soon come to

TOTNES

(*For Buckfastleigh and Ashburton*),

Fares—1st, 33/4; 2nd, 20/10; 3rd, 16/8. Return—1st, 58/4; 2nd, 36/6.

223 miles from Paddington. Totnes, the birthplace of some eminent Devonians, and one of the oldest of borough towns, occupies the summit of a lofty hill, rising above pastures, cornfields, orchards, and gardens, and projecting into the lovely river Dart, which separates it from the suburb of Bridgetown. Its famous Norman castle was erected by Judhael de Totnais, and its remains now stand in ornamental public gardens. The parish church is a Perpendicular edifice of considerable architectural attractions. Not far distant is the Guildhall. Totnes Grammar School—a foundation of the sixteenth century—has produced many eminent scholars. A market is held on Saturdays, and Thursday is an early-closing day. The Post Office is in Fore Street. Totnes is a favourite centre for hunting and fishing, also for excursions on the Dart and tours over Dartmoor. The "Seven Stars" and the "Seymour" are the leading hotels. The station has a letter-box and refreshment-room. (*Population*—4,016.) Press—*Totnes Times, Western Guardian.*

From Totnes a branch line extends by STAVERTON to BUCKFASTLEIGH, where the hoary remains of Buckfastleigh Abbey stand beside the Dart, about a mile from the village, which is overlooked by a wooded hill, called the Lover's Comb. The branch has its terminus at ASHBURTON, a small market town, situated near the point where the rapids of the Dart rush along their rocky beds by Dartmoor. In the neighbourhood is some of the finest river and moorland scenery; also the celebrated Buckland Drives, Holne Chase, and other spots of interest. The "Golden Lion" and the "London" are the leading hotels.

Resuming our main-line journey from TOTNES, we presently pass BRENT, whence a line diverges southward through AVONWICK, GARA BRIDGE, and LODDISWELL to KINGSBRIDGE, a little market town and seaport of South Devon, which is pleasantly situated on

MAP

OF THE

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DISTRICT,

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DIRECT CONNECTION

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LONDON,

OXFORD,
LEAMINGTON,
WOLVERHAMPTON,
BIRMINGHAM,
LIVERPOOL,
CARDIFF,
SHREWSBURY,
CHESTER,
MANCHESTER,
HEREFORD,
WORCESTER,
SWANSEA,

SCOTLAND,
IRELAND,

AND THE

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THE HARBOUR AND THE STRAND, TORQUAY.
(*From a photograph by Messrs. Poulton & Son, London.*)

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Prize Medal, Manchester, 1894.
Gold Medal, Torquay, 1896.
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For Torquay, see page 187.

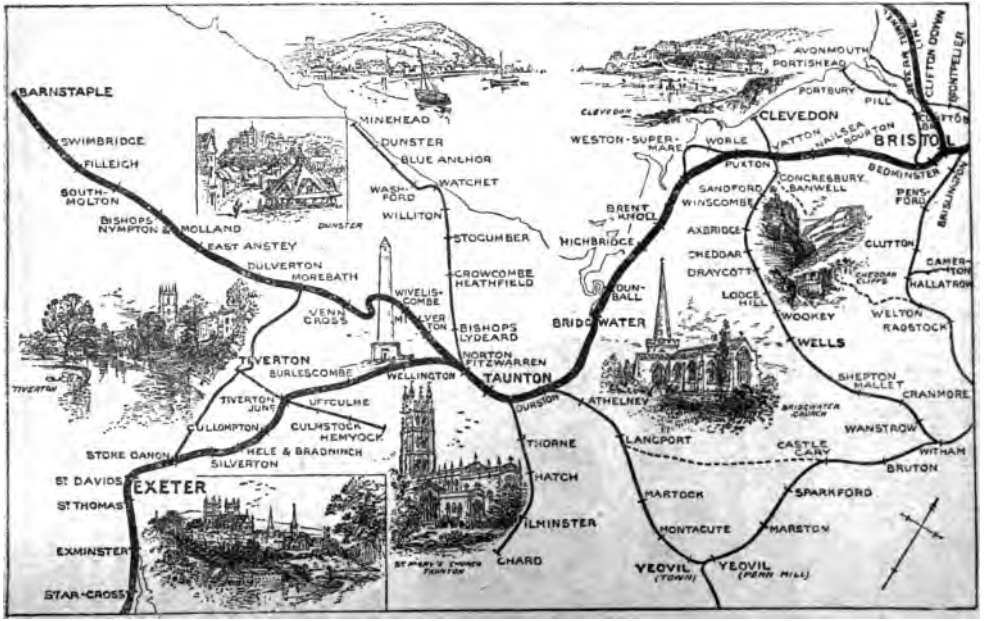
THE TAUNTON, NORTH DEVON, AND EXETER EXPRESSES.

B.—Bristol to Clevedon; Cheddar and Wells; Weston-super-Mare; Bridgwater; Taunton; Chard; Minehead, Lynmouth, and Lynton; Barnstaple, Ilfracombe, and Lynton; Tiverton; Hemyock; and Exeter.

WELLS.

BEFORE resuming our journey to the West of England we should mention that at Bristol passengers from Scotland and the North of England—*via* the Severn Tunnel—many of whom avail themselves of the through carriages from Glasgow, Leeds, Manchester, Liverpool, and Birkenhead, can here join the principal expresses. Similar connections are available to travellers from the Chester, Shrewsbury, and Hereford line; also to passengers from the South of Ireland, who travel *via* Waterford or *via* Cork to New Milford, and thence by way of Cardiff and Newport to Bristol.

Our next stage will conduct us through a considerable portion of picturesque Somersetshire, remarkable not only for its pleasant watering-places, but also for its exceptionally fine hill-scenery, especially in the Cheddar district of the Mendips. Probably the most noteworthy feature of this division is the North Devon extension, which at Dulverton touches the southern boundaries of Exmoor, and *via* Barnstaple affords a road for through carriages to Ilfracombe. From Bristol the principal exchanges *en route* are, firstly, at Yatton Junction, where are two branches—one on the right for the pretty watering-place of Clevedon, while the other to the left communicates with Cheddar and Wells. The main line hence runs near to the coast, with a slight divergence by which certain trains travel *via* the salubrious watering-place of Weston-super-Mare. Running due southward, it passes Bridgwater, also Durston Junction—whence is a branch to Yeovil—and then reaches Taunton, the pleasant capital of Somersetshire. Here diverge four important lines—namely, the Devon and Somerset to Dulverton and Barnstaple, for Ilfracombe, Bideford, and Torrington; the West



ROUTE MAP.—III. BRISTOL TO WESTON-SUPER-MARE, TAUNTON, BARNSTAPLE, AND EXETER.

Somerset, for Watchet and Minehead; the branch to Yeovil; and another to Chard. During the summer season frequent coach-services from Minehead, Dulverton, Barnstaple, or Ilfracombe afford the means of communication with Lynton and Lynmouth. Passing Tiverton Junction, whence diverge two branches respectively leading to Tiverton and Hemyock, the express travels on to its destination at Exeter, the ancient capital of Devon.

AFTER quitting Bristol we pass Ashton Hill, with its ancien British and Roman traditions, Long Ashton, and BEDMINSTER, ere

CLEVEDON.
(From a photograph by Messrs. Frith & Co., Reigate.)

we enter rural Somerset. On the left, rising seven hundred and ninety feet above the sea-level, is the great hill called Dundry Beacon, bearing a village of the same name. Its ancient church-tower is a landmark for many miles. By FLAX-BOURTON we come to NAILSEA, which is succeeded by YATTON, the junction for Clevedon, and also for the Cheddar and Wells line. A letter-box and telegraph office are on the platform. In the neighbourhood are stone quarries and coal-pits, also the wildly fantastic rocks of Goblin Combe, one of which, called the King's Chair, projects out above a precipice three hundred feet in depth. Near Yatton are the relics of a

Danish fortification known as Cadbury Camp. A short branch line on the right communicates with

CLEVEDON,

Fares—1st, 22/4; 2nd, 14/-; Parl., 11/2. Return—1st, 39/-; 2nd, 24/6.

134 miles from Paddington. Clevedon, a popular watering-place at the northern extremity of Somerset, is bounded by the Avon and the Bristol Channel, which have here their confluence, and also by a mountainous range of hills. The climate is equable and salubrious. The town has an excellent esplanade facing the sea, good beaches, gardens, and shrubberies, and modern villas built along the edges of the lofty sea-cliffs.

Clevedon Court, the seat of the lord of the manor, is an ancient mansion, erected originally in the fourteenth century by the De Clivedens, and is a very quaint, curious, interesting, partially-modernised building. A large portion of it is Elizabethan. Some valuable family portraits are preserved here, and the place is, as Buckler remarked, "one of the most valuable relics of domestic architecture in England." Admission is courteously permitted to visitors wishing to see the exterior and grounds, on presentation of name and address cards to the lodge-keeper, on Thursday, between the hours of three and five. The Herbert Gardens, the copses, the pier, and the Alexandra Gardens, are all favourite public resorts. Numerous pleasing country walks or drives, short railway trips, and sea excursions, are likewise available from Clevedon. Under Hangstone Hill is Coleridge's Cottage. Here is an old church, the last resting-place of Henry Hallam the historian and his son Arthur, the subject of Tennyson's "*In Memoriam.*" At the station are a telegraph office and a bookstall. The chief hotels are the "Walton Park" and the "Pier." Here, too, is the "Clevedon Hydropathic Establishment." (*Population*—5,418.) Press—*Clevedon Mercury.*

Another divergence from the main line at YATTON is over the Cheddar Valley branch, which leads off to the left towards CONGRESBURY, where there is a handsome stone church and an interesting fifteenth-century vicarage house. Near Congresbury is Wrington, the birthplace of John Locke, and the burial-place of Hannah More; while Barley Wood, her favourite home, is also in the neighbourhood. Soon after we pass the ancient village of SANDFORD, served by the same station as BANWELL, where, in caves on the summit of the hills, have been discovered enormous quantities of bones of extinct animals. Through picturesquely-wooded hill scenery we reach WINSCOMBE, where is a large stone *church with a noble* tower. AXBRIDGE, by the river Axe, is a *very old irregularly-built* market town, with a handsome church,

standing under the famous Mendip Hills, which extend from here to Frome. We stop next at

CHEDDAR,

Fares—1st, 23/4; 2nd, 14/6; 3rd, 11/8. Return—1st, 40/10; 2nd, 25/6.

140 miles from Paddington. Cheddar is a long straggling village, amongst farms and orchards, insignificant in itself, but famous for its wildly romantic hill scenery, also for its wonderful stalactite caverns. In the centre of its four little irregular streets is a handsome stone market-cross.

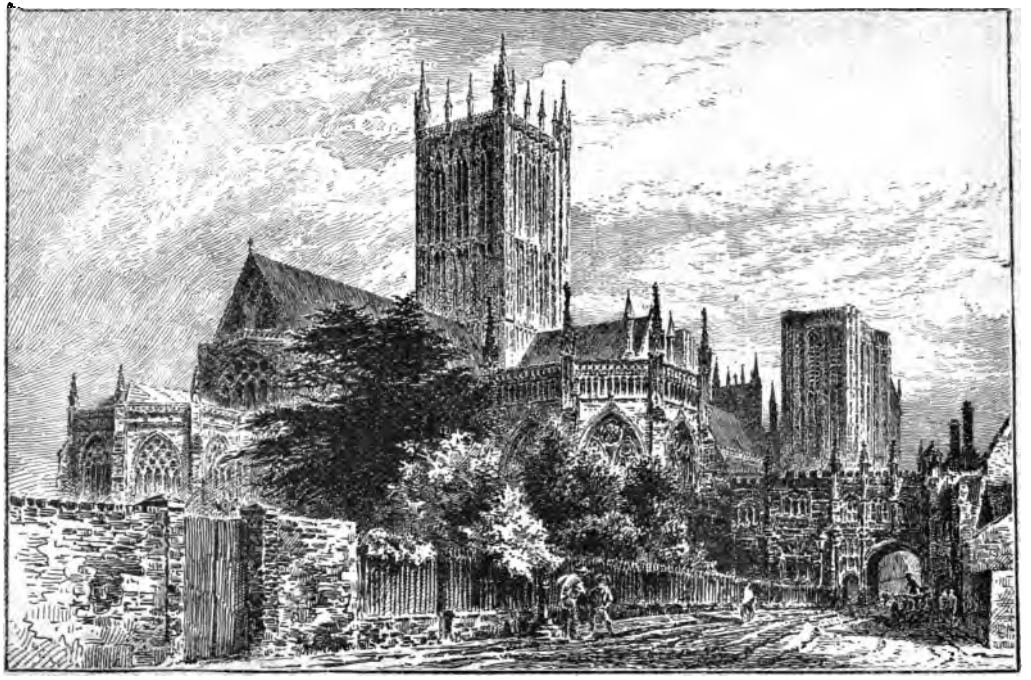
The tremendous chasm called Cheddar Cliffs is more than a mile in length, the narrow road—winding between the vast perpendicular heights, inaccessible slopes, craggy peaks, and overhanging gigantic masses of rock—ascending upwards in a north-easterly direction to the top of the Mendips' south-western ridge. In some places the cliffs attain the height of over five hundred feet, rising like time-worn, storm-battered walls, strangely resembling the ruined, crumbling towers and shattered battlements of some monstrous castle. From the foot of the cliffs nearest the town nine springs, pure as crystal, emerge, and there form a stream, in which, we are told, there is excellent trout fishing. On the heights there is still found that pretty crimson flower known as *Dianthus cæsius*, or the Cheddar pink; while the countless fissures and ledges are mantled with ivy, wild flowers, and grasses.

In 1839 the late Mr. Cox, proprietor of the mill which stands so prettily here under the mighty cliffs and by the stream, discovered the series of extraordinary caves which have ever since borne his name. These consist of five or six chambers, varying in height and breadth, opening on either side of the entrance-passage, and containing singular stalactite and stalagmite formations, assuming numerous fantastic shapes. Other caves have been recently discovered not far from the "Lion's Rock" and the "Guardian of the Pass." Some of the caverns are lighted by gas, and may be inspected by visitors. Cheddar gives its name to the famous cheese formerly made here in large quantities, but now manufactured in most parts of Somersetshire. Cheddar Station is supplied with a refreshment-room. Hotel—The "Cheddar Cliff." (*Population*—1,941.) Resuming our journey by the branch line, we pass Glastonbury Tor on the right; DRAYCOTT, under the hills; LODGE HILL, amidst grandly picturesque scenery; and WOOKEY, pleasantly situated at the foot of the Mendips, ere reaching

WELLS,

Fares—1st, 21/-; 2nd, 13/2; 3rd, 10/6. Return—1st, 36/9; 2nd, 23/-.

148 miles from Paddington *via* Bristol, and 135 *via* Witham. This most peaceful of cathedral cities is especially noteworthy for



WELLS CATHEDRAL.

its flourishing Theological College, the students of which live in the quaint old houses in the Vicars' Close. The see of Wells was founded by Edward the Elder somewhere about 905; and its first bishop, Adhelm, subsequently became Archbishop of Canterbury. The name it bears was probably that indirectly given to it by King Ina, who, in 704, here established by some natural wells, called St. Andrew's, a house of secular canons. One of its later bishops was a wealthy physician, John de Villula, a foreigner, who built the episcopal palace, and yet removed the see to Bath. The numerous stone figures on the exterior of the cathedral are at least six hundred years old, being mostly thirteenth-century work; Flaxman is said to have spoken highly of them. Bishop Jocelyn—"God giving a long life to his large heart," as Fuller quaintly says—rebuilt the greater part of the cathedral, and otherwise increased its importance. His work was finished in 1239, and the architecture marks a transition period, when the Norman was giving place to the Early English.

The neat-looking cleanly old city is surrounded by pleasure-giving walks and drives, amongst them being those to the wild scenery of Dulcot Hill, the Glastonbury Tor, Embro, with its woods and lake, and last, not least, Wookey Hole, about two miles north of the city, a curious cavern of three large chambers, one of which resembles the interior of a church. The ruins of Glastonbury Abbey are within ten or twelve minutes' railway journey from Wells, and are well worth a visit. Hotels—The "Swan" and the "Mitre." (*Population*—4,822.) Press—*Wells Journal.*

Leaving Wells, we pass on rapidly through a low valley to SHEPTON MALLET, a manufacturing and market town, which has an extensive interest in brewing, for here are the extensive buildings owned by the well-known Anglo-Bavarian Brewery Company, Limited, who are celebrated for their vast output of high-class ales, which are distributed by agencies throughout Great Britain. Here, too, are brick and tile works. The market-cross is a curious and interesting structure. The General Post Office is in High Street. A market is held on Friday, and Wednesday is an early-closing day. Hotel—The "Hare and Hounds." The next station is CRANMORE, close to which is WANSTROW, and then we arrive at WITHAM, where the branch we have been pursuing joins the line running from Chippenham to Weymouth.

Returning to YATTON JUNCTION, we resume our route on the main line, soon leaving behind Wick, St. Lawrence, and the straggling little village of Kewstoke. We then note on the right the steep ascent of Worle Hill, and soon arrive at PUXTON, whence a divergence of the main route, passing WORLE station, brings us to

WESTON-SUPER-MARE.

(From a photograph by Messrs. Davies Brothers, Weston-super-Mare.)

WESTON-SUPER-MARE,

Fares—1st, 23/-; 2nd, 14/4; 3rd, 11/5½. Return—1st, 40/3; 2nd, 25/-.

137½ miles from Paddington, 109½ from Plymouth, 191 from Liverpool, 196½ from Manchester, and 19 from Bristol. Amongst the salubrious watering-places that line the pleasant coast of northern Somerset, Weston-super-Mare is undoubtedly the chief. This charming marine resort is one of the few seaside towns which can at once claim both an open and a sheltered situation. Its westward or ocean aspect is on the shores of the Bristol Channel, here swept by the invigorating breezes from the Atlantic, while northward it is shielded from the colder and more penetrating winds by the beautifully-wooded heights of Worlebury Hill. On the south the projecting limestone ridge of Brean Down completes the curve of Uphill Bay. The remarkably dry and equable atmospheric conditions prevailing throughout the year at Weston are fully appreciated by the leading members of the medical profession, and as a natural consequence many of their patients are recommended to repair to this favourite seaside sanatorium.

With such unique physical advantages it is scarcely surprising that during the last fifty years the population of Weston-super-Mare has risen from the two thousand inhabitants of 1841 to some eighteen thousand in 1896. In addition to the attractions afforded by its picturesque site and fine climate, the vicinity of the town abounds in such features of interest as Kewstoke Woods, Woodspring Priory, and the Roman encampment on Worle Hill; while some of the finest scenery of the Mendip Hills and other parts of rural Somerset may be reached within drives of from twelve to fifteen miles. Thus the romantic cliffs and caverns of Cheddar; the curious caves of Banwell; Wrington, ever associated with the memories of Hannah More's long residence at Barley Wood; and the pretty coast town of Clevedon, where once dwelt Samuel Taylor Coleridge, are alike within the limits of a day's excursion. Farther afield, but easily reached by railway, are the little city of Wells grouped around its noble cathedral; and the quiet market town of Glastonbury with the grey ruins of its once magnificent abbey. Within an express run of half an hour is the ancient city of Bristol.

The principal feature of the sea-front is the magnificent sea-wall and promenade, which furnishes a matchless marine drive extending for some two miles along the margin of the bay, and commanding far-reaching views across the busy waters of the Bristol Channel towards the coast of South Wales, and of those singular islands Flat Holme and Steep Holme. At frequent intervals are kiosks, many of which furnish pleasant shelters; and open seats are provided in abundance. The long and wide sandy beach is a delightful

rendezvous for those who love to linger near the shore and participate in the delights of sea-bathing or boating. From the jutting rock of Knightstone, which supplies a site for an extensive bath establishment, the visitor may pass northward to the ornamental iron pier at Birnbeck, which extends from Anchor Head for more than one thousand feet seawards, its termination affording a spacious landing-stage. The town may be said to comprise two clearly-defined portions—namely, the wide expanse that adjoins the sea, mostly resorted to by visitors; and the handsome residential mansions, villas, terraces, and other buildings which rise tier above tier on the wood-crowned slopes of Worlebury Hill.

Weston is well provided with the usual public buildings of a provincial town. These include an elegantly-designed Town Hall, Assembly Rooms, and several places of worship in connection with the Church of England. Similar accommodation is provided for the various Nonconformist Churches, including the Baptists, Brethren, Bible Christians, Congregationalists, Free Methodists, Friends, Roman Catholics, and Wesleyans. The Young Men's Christian Association is in the Bristol Road. Clubland is represented by the Weston-super-Mare and County Club, the Waterloo Club, and two political organisations. The West of England Sanatorium, a most valuable medical institution, is situated on the seashore, not far from Brean Down. The Summer and Winter Gardens, the Prince Consort Promenade Gardens, Clarence Park, and the Recreation Ground, are all favourite spots for promenading or outdoor recreations. Amongst noteworthy annual events are the Horse Show in August, and the Chrysanthemum Show in November. The General Post Office is in High Street.

Visitors will find excellent and ample accommodation in the various fine hotels, boarding-houses, or furnished apartments that are mostly situated near the sea-front. There are several firms of house and estate agents, and amongst these we may name Messrs. Wansbrough and Sons, of High Street, as willing to supply every information and assistance to intending residents or visitors. Their property list is a useful summary of local accommodation.

A readable "*Guide to Weston-super-Mare*" is published by Messrs. Lawrence Brothers, of High Street, to whom we have been indebted for the use of photographs. The railway station is supplied with a letter-box, a telegraph office, a bookstall, and refreshment-rooms on the up platform. Express services afford communication with Bristol: likewise, *via* the Severn Tunnel, with South Wales, the Midland Counties, Lancashire, and Yorkshire. The leading hotels *are the* "Royal," the "Grand Atlantic," the "Imperial," and the "*Queen's;*" also the "Shaftesbury Temperance Hotel." (*Population—15,873.*) Press—*Weston-super-Mare Gazette*, *Weston Mercury*.

Returning to the main line from the new station at WESTON, we pass BLEADON AND UPHILL, amidst glorious hills and valleys, and through BRENT KNOLL come to HIGHBRIDGE, where a cheese market is held monthly on the first Monday, and an annual cheese fair takes place in November. It is the junction for *Burnham*, a popular little watering-place with a beach some miles in length. Onward again, catching another distant glimpse of ruin-crowned Glastonbury Tor, thirteen miles away, we reach DUNBALL, where we notice some busy pottery and tile works, and then come to

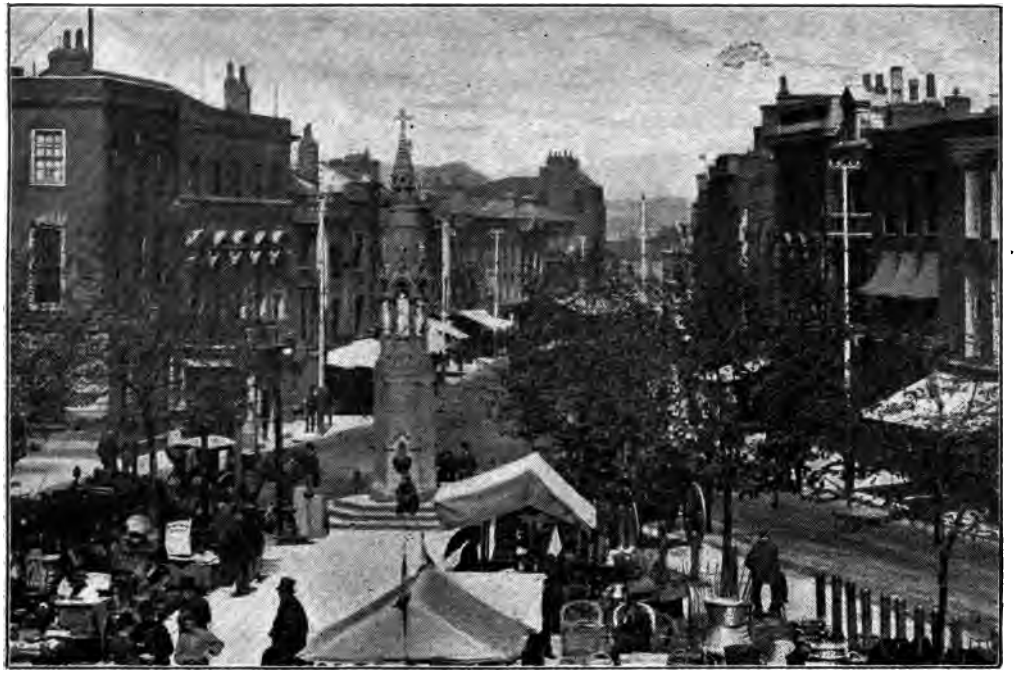
BRIDGWATER,

Fares—1st, 2/6; 2nd, 1.5; 3rd, 12.3½. Return—1st, 4.3.-; 2nd, 2.7.-.

152 miles from Paddington. The ancient town of Bridgwater is situated on the river Parrett, which connects its port with the Bristol Channel. As one of the oldest municipal boroughs of Somersetshire it has long been a centre for the surrounding agriculturists, who largely support the weekly markets. The principal manufactures are the production of cement, bricks, oil-cake, cotton-cake, malt, and ales. There is also an immense output of Bath bricks, which are sent away in large quantities. The shipping interests are mainly connected with the coasting trade, but an annually-increasing number of vessels are trading here from foreign ports, the river being navigable for craft of nearly four hundred tons. The docks, with their large warehouses, are owned by the "*Great Western Railway*," and a short branch line connects them with every part of its extensive system.

Bridgwater contains some good modern buildings, and of these perhaps the most noteworthy is the Town Hall, which includes accommodation for the Free Library and Reading Room. On Cornhill is the Corn Exchange, also the Market Hall. The General Post Office is in High Street. The parish church of St. Mary's, a

THE MARKET PLACE, BRIDGWATER.
(From a photograph by Mr. J. S. Brown, Bridgwater.



THE MARKET PLACE, TAUNTON.
(From a photograph by Mr. W. M. Crockett, Taunton.)

handsome Gothic pile, is mostly of the later Decorated and the Perpendicular periods. In addition to other buildings belonging to the Church of England, the Baptists, Bible Christians, Brethren, Congregationalists, Free Methodists, Friends, Roman Catholics, Unitarians, and Wesleyans own their respective places of worship. The town is well known as the birthplace of the great Admiral Robert Blake. Not far distant is the fatal field of Sedgemoor, which witnessed the crushing defeat of the Duke of Monmouth's rebellion. The corn and cattle markets are held weekly on Wednesday. Thursday is an early-closing day. The railway station is supplied with a telegraph office and a bookstall. The "Clarence" is the principal hotel. (*Population*—12,429.) Press—*Bridgwater Independent, Bridgwater Mercury.*

Pursuing our route, and crossing the Tone, we now reach DURSTON, the junction for Yeovil. Turning aside by this branch, we soon pass ATHELNEY, where, disguised as a shepherd, the wise, brave, and virtuous King Alfred, came and sought hiding in the hut of a cowherd, whose wife, ignorant of his name and person, scolded him so bitterly for letting her cakes burn. LANGPORT is succeeded by MARTOCK, with its fine old church and stone market-cross; and then by MONTACUTE we come to YEOVIL, where the branch line meets the main route for Weymouth. Returning to DURSTON, we now resume our journey along the main line to

TAUNTON

(*For Chard, Minehead, Lynmouth, Lynton, Barnstaple, and Ilfracombe*),

Fares—1st, 27/2; 2nd, 17/-; Parl., 13/7. Return—1st, 47/6; 2nd, 29/9.

163 miles from Paddington, 163½ from Penzance, and 216 from Birkenhead. The attractive capital of Somerset is one of the best-built, most pleasantly situated, and withal healthful towns in the West of England. Its favoured site on the banks of the Tone, in the picturesque vale of Taunton Deane, and near the celebrated Quantock and Blackdown Hills, appears to have long ago attracted the notice of old Michael Drayton, who in his "*Polyolbion*" makes the pertinent inquiry—

> "What ear so empty is that hath not heard the sound
> Of Taunton's fertile Deane, unmatched by any ground?"

Although still retaining interesting relics of its antiquity, Taunton of the nineteenth century is principally characterised by substantially-built broad streets, and numerous fine public buildings. It claims to have been the first town in England to adopt the electric light as a public illuminant, and may certainly

pride itself on possessing one of the most successful installations in the country. As the seat of the county assizes, the depôt for a regimental district, and the centre for the County Council, it occupies a position of much local importance. Its numerous and highly efficient educational institutions also add greatly to its repute as a residential town.

Taunton appears to have had its origin early in the eighth century, when Ina, the King of Wessex, here erected a fortress. In 722 the manor of Taunton Deane was given to the see of Winchester; and one of its later bishops raised a stately castle on the site of the Saxon stronghold. During later centuries this became a favourite residence with its episcopal lords. In 1130 it was either rebuilt or received considerable additions at the hands of Henry of Blois, whose work was more or less continued by his successors down to the end of the fifteenth century, which witnessed the erection of the still remaining gateway. At the time of the great Civil War, Taunton was alternately held by the Parliamentarians and Royalists, until it finally fell into the hands of the former. It was subsequently successfully defended by Robert Blake, a Somersetshire worthy, whose daring deeds by land and sea are amongst the most brilliant events of the Cromwellian period. About forty years later the town witnessed the regal proclamation of the ill-fated Duke of Monmouth, who here accepted the twenty-seven colours that were presented to his army by the famous "Maids of Taunton." A few months later, when his cause was lost, and his followers dispersed or held as prisoners, the infamous Judge Jeffreys here held that "Bloody Assize" which has left such a lasting stain on his memory. The remains of the ancient castle were in 1865 purchased by the Somersetshire Archæological and Natural History Society. Several of the rooms are now appropriated to its antiquarian and natural history museums, which are rich in local specimens, and, with the valuable library, are daily accessible to visitors.

In the centre of the town is the Parade, a pleasant area planted with trees, and within easy reach of the principal public buildings. From this point radiate four thoroughfares, of which the most noteworthy is Hammet Street. In East Street are the studios of Messrs. Chaffin and Sons, from whose admirable photographs have been prepared many of the illustrations of Taunton which appear in the present work. No fewer than seven medals, including one gained in a competition open to all the world, have been awarded to this firm for the excellence of its photographic productions. The principal architectural feature of Taunton is the noble pile of St. Mary Church, which mostly partakes of the Perpendicular style. Its *magnificent tower*, 162 feet in height, is a prominent object for *many miles*. The handsome reredos was designed by Mr. G.

Street. St. James's Church belongs to the same period. Four other modern places of worship are held in connection with the Church of England; while the Nonconformist Churches represented in Taunton include the Baptists, Bible Christians, Brethren, Congregationalists, Friends, Roman Catholics, Unitarians, and Wesleyans.

Educational establishments of a superior class are amongst the more noteworthy features of modern Taunton, which is a centre for the Oxford and Cambridge Local Examinations, the Oxford University Extension Lectures, and the Trinity College Music Examinations. In South Road is the King's College, occupying a very handsome pile of modern buildings surrounded by spacious grounds. It provides the finished education of the public schools in strict connection with the principles of the Church of England. The Independent College, which supplies a similar educational course, is open to all denominations. It was established in 1847; in 1849 was affiliated to the University of London; and in 1870 was removed to its present site at Staplegrove, where the school and grounds together cover some twenty-seven acres. The new buildings are designed to accommodate one hundred and fifty boarders; provision being also made for an excellent cricket-field, open and covered playgrounds, a gymnasium, and a swimming-bath. Queen's College, situated in Trull Road, is likewise affiliated to the London University. It was founded in 1843 as a place of education connected with the Wesleyan body; but as it also receives pupils from other denominational Churches, its title has recently been changed. Huish's Middle-Class Schools for boys and Bishop Fox's Girls' School should also be mentioned, as well as the fact that the institutions already named are supplemented by several private scholastic establishments of much excellence. The School of Art is at the Victoria Rooms.

Amongst the more interesting relics of old Taunton are the Municipal Buildings, which were formerly occupied by the Grammar School, founded, in 1522, by Bishop Fox, of Winchester, and yet retain remains of their original Tudor architecture. The Shire Hall, in Upper High Street, is an imposing structure of Elizabethan design. In the gallery will be found an interesting series of sculptured busts depicting the worthies of Somersetshire, which include such famous Englishmen as the patriot John Pym; Robert Blake, the great Cromwellian admiral; Bishop Ken, author of the "*Evening Hymn*;" John Locke, the philosopher; Henry Fielding, the novelist; Captain Speke, the African explorer; and many others. The town is well supplied with rooms for public assemblies. In Fore Street is the Somerset County Club, which owns some three hundred members. The adjacent countryside is a favourite hunting district, famous during the season for the frequent meets of the Taunton Vale Fox Hounds and the Taunton Vale

Harriers. The Devon and Somerset Stag Hunt is also a well-known local attraction to hunting men.

The surrounding district is almost exclusively devoted to the interests of the agricultural community, in connection with which a large corn, cattle, and general market is held weekly on Saturday. Thursday is an early-closing day. The principal annual events are the Horse Show, held in July, and the Flower Show, which takes place in August. The General Post Office is in Church Square. Information respecting residential properties can be obtained

DUNSTER CASTLE.

of Messrs. Hare and Son, of North Street. The large and well-appointed station of the "*Great Western Railway*" is situated on the main line, and is consequently served by frequent expresses to and from all parts of the system. Taunton is likewise by branch services connected with Minehead, Lynton, Lynmouth, Dulverton, Barnstaple, Ilfracombe, Yeovil, and Chard. The Severn Tunnel has supplied a through route to South Wales, Ireland, the North of England, and Scotland. A letter-box, telegraph office, bookstalls, and refreshment-rooms are provided on the platforms. The "Great Western," which is close to the railway station, the "Castle," the "*London*," and Clarke's, are the leading hotels. (*Population—18,026.*)

Press—*Somerset Gazette, Somerset Herald, Somerset Express, Taunton Courier, Taunton Echo, Taunton Mail, Western News.*

At Taunton is a branch line which by way of THORNE and HATCH communicates with ILMINSTER, in a pleasant district, where it has stood since the Anglo-Saxon days. Here is the "George" hotel. About four miles further is CHARD, a very old agricultural town near the southern extremity of Somersetshire, where the Royalists, under Colonel Penruddick, were defeated in the great Civil War. The "George" and the "Crown" are the leading hotels.

Returning to TAUNTON, and leaving the main line on our left, we travel over the line which by way of NORTON FITZWARREN, BISHOP'S LYDEARD, CROWCOMBE, STOGUMBER, and WILLITON extends to WATCHET, a small watering-place and fishing centre on the coast of the Bristol Channel. It is a borough of great antiquity, with a promenade, and a public pleasure-ground. During the summer facilities are afforded for short water excursions. It is within easy distance of Cleeve Abbey. Hotel—The "West Somerset."

Turning inland, we now pass WASHFORD and BLUE ANCHOR, and then reach DUNSTER, famous not only for its ancient castle, but also as a centre for pleasant drives and country rambles. It is close to Exmoor, the only place in the country where wild stags are still to be found. Hotel—The "Luttrel Arms." From Dunster we proceed to

MINEHEAD

(*For Lynmouth and Lynton*),

Fares—1st, 3l 4; 2nd, 1l 6; 3rd, 15 8. Return—1st, 5l 10; 2nd, 3l 4.

188 miles from Paddington. This popular watering-place is situated on the extreme western point of the north Somersetshire coast. The old town is on the northern side, and has a small pier; but the new town stands about half a mile from the sea. There are capital

MINEHEAD HARBOUR.
(*From a photograph by Hudson.*)

sands on the eastern side, about two miles in length. The walks to Dunster Castle and Grabhurst Hill, and the drives by coach to Porlock, Porlock Weir, Dunkerry Beacon, and the grand old forest of Exmoor, afford a charming variety of scenery. The opening meet of the Devon and Somerset Stag Hounds takes place at Cloutsham during the second week in August. Steamboats sail frequently to Lynton, Ilfracombe, and Cardiff. Hotels—The "Feathers" and the "Beach." (*Population*—1,774.)

During July, August, and September, coaches run each week-day morning from Minehead to those picturesque seaside villages, Lynmouth and Lynton; while a return service is provided in connection with the evening trains. A most delightful drive of some twenty miles brings us to the coast at

LYNMOUTH,

situated upon the shore of a small bay. It is a select and fashionable health resort, combining all the advantages of the seaside, together with the beauties and retirement of some of the most charming glen and river scenery of which our picturesque country can boast. Sheltered upon the east by the Countisbury Foreland, which rises some 1,100 feet above the level of the sea, and on the west by Ruddehall Head, 900 feet in height, Lynmouth owns a climate particularly mild and pleasant; hence it is much frequented by those who seek a quiet change or the restoration of health.

Even under the best of circumstances the charms of Lynmouth would be better set forth by the pencil of the artist than by the pen of the writer. The romantic gorges with their steep rocky slopes, mostly clad with timber, underwood, ivy, and ferns; the grey moss-covered rocks, by which rushes the little river, forming pretty cascades and pools; the rustic bridges, narrow winding walks, and quiet shady nooks, form countless enchanting pictures. One of the most pleasing pieces of scenery is to be met with at Watersmeet, about a mile and a half up the East Lyn gorge, where the East Lyn and the Combe come tumbling down over the rocks from Exmoor, and blend their waters beside a picturesque cottage in the dell, and thence flow on, through the village, into the sea. The fishing is some of the finest in Devonshire, salmon trout, salmon peel, bull trout, and salmon, being found in abundance. The principal fisheries are the Glenthorne, the West Lyn, and the Brendon.

Not far distant is the famous Doone Valley, which has been immortalised by Mr. Blackmore in his celebrated novel "*Lorna Doone*;" this place being associated with the plot of the story, as are Bagworthy Woods, Bagworthy Waterslide, and many other features of interest. Glenthorne, Glen Lyn, Rockford, Millslade, Brendon, and Oare may likewise be easily reached, and several other places

WATERSMEET, LYNMOUTH.

(From a photograph by Mr. E. H. Percival, Ilfracombe.)

which will be found mentioned in connection with Lynton. The quaint-looking tower upon the beach, built by General Rawdon, is said to be an exact imitation of one which is situated upon the river Rhine. Good bathing coves in sheltered positions are provided for ladies and gentlemen. The principal hotels in Lynmouth are the "Lyndale" and the "Bath;" also the private hotels known as the "Lynmouth" and the "Tor's Park."

Rapid communication between Lynmouth and Lynton is now secured within two minutes by means of an ingeniously designed miniature railway, 900 feet in length, which ascends the cliff—here about 450 feet high—at a uniform gradient of one in 1¾. The motive power is supplied by water, which also furnishes an admirable installation of the electric light that affords the public illuminant.

LYNTON,

which is barely half a mile distant from Lynmouth, is reached by thickly-wooded slopes and shady pathways. It stands in a valley upon cliffs which rise to an altitude of 500 feet above the sea, and consequently enjoys a climate at once mild and bracing, with perfect freedom from humidity.

Lynton has been spoken of as the English Switzerland, and well deserves the appellation. The fame of the Valley of Rocks was enthusiastically described by the poet Southey. "Imagine," he says, "a narrow vale between two ridges of hills, somewhat steep, the southern hill turfed; the vale, which runs from east to west, covered with huge stones and fragments of stone among the fern that fills it; the northern ridge completely bare, excoriated of all turf and all soil, the very bones and skeleton of the earth; rock reclining upon rock, stone piled upon stone, a huge, terrific mass."

In alluding to the scenery of Lynton, one scarcely knows whether to give precedence to its romantic rocks, or to its charming river-watered glens and gorges. Near the little church of St. Mary's is a pathway leading down to the Valley of Rocks. Amongst its principal attractions is a promontory known as the Castle Rock, whence can be obtained on clear days one of the finest views in all Devon. A thousand feet below is the sea; while inland, stretching for miles, is the most exquisite valley scenery. In its neighbourhood other gigantic rock-giants are known as the Devil's Chimney, Ragged Jack, and the Cheesewring. Lynton is a very pleasant centre from which to visit the surrounding places of interest. Only about two miles westward, along the North Walk, is Lee Bay, with its fine abbey; further on are Dutz Point, Wooda Bay, Heddon's Mouth, Martinshoe, and Trentishoe. Eastward those excursions spoken of in the allusion to Lynmouth may

equally well be made from Lynton. During the season numerous coaches and steamboats run between Lynton and Lynmouth, and the principal towns and places of note along the coast, going and returning on the same day. The chief hotels are the "Valley of Rocks" and the "Royal Castle," whence coaches depart for Minehead; also the "Kensington," the "Crown," and the "Queen's." (*Population*—1,547.)

We now resume our journey at TAUNTON by departing for a run over the Devon and Somerset line, which after serving NORTON FITZWARREN, MILVERTON, WIVELISCOMBE, VENN CROSS, and MOREBATH, reaches DULVERTON, where there is good trout-fishing. Excellent coach services are usually available during the summer months between *Dulverton* station and *Lynmouth* by means of the Dulverton and Lynmouth coach "Tally Ho," which makes the journey thrice weekly, going and returning on alternate days; also between *Dulverton* and *Minehead* by means of the coach "Wild West," which makes the journey in each direction daily, Sundays excepted. The scenery *en route* is charmingly picturesque, varied, and interesting; and the road, which is the most direct way of reaching Lynmouth from Exeter, deserves to be better known.

Still running westward, we clear EAST ANSTEY, BISHOP'S NYMPTON AND MOLLAND, SOUTH MOLTON, FILLEIGH, and SWIMBRIDGE, which is soon succeeded by

BARNSTAPLE

(*For Bideford, Clovelly, and Torrington*),

Fares—1st, 3/6; 2nd, 2/6; Parl., 1/3. Return—1st, 6/6; 2nd, 3/10.

208 miles from Paddington and 261 from Birkenhead *via* the Severn Tunnel. The capital of North Devon has been a borough since the Conquest. For a long period Barnstaple was one of the chief seaports of Devonshire, and contributed its quota of men and ships to many maritime expeditions of national importance. At the time of the Civil War its inhabitants took part with the Parliament, and constructed defences at a place still called Fort Hill. Its principal antiquities are its ancient bridge, which has fifteen arches, and, though apparently modern, is in reality six hundred years old; some curious old houses in Boutport Street; the ancient Penrose Almshouses in Lichdon Street; and Queen Anne's Walk, erected during the eighteenth century as a mercantile exchange.

The old church of Barnstaple is the finest and most interesting edifice in the town, and was restored under the direction of the late Sir G. Gilbert Scott. Other noteworthy public buildings are the Town Hall, the ancient Grammar School, the Literary and Scientific Institutions, founded by Mr. W. F. Rock, and the spacious Market

Buildings. The Albert Memorial Clock Tower is in the Square, and in Cross Street is the General Post Office. The Rock Park is a charming public pleasure ground, and the North and the South Walks are favourite riverside promenades. Barnstaple is the centre of a large agricultural interest, and has a corn market on Friday. Thursday is an early-closing day. Barnstaple Fair, which lasts over three days in September, is famed for its show of horses and cattle.

The visitor would find it interesting to see the potteries of Mr. C. H. Brannam, in Litchdon Street, which have been worked since A.D. 1720. Of late years from these potteries have emanated some very choice and unique productions, including Sgraffito, relief, impasto, jewel pottery, terra-cotta, and coloured glass, every piece being of original design, and decorated by hand. Here we are told that her Majesty the Queen, the Grand Duke of Hesse, and numerous members of the nobility, have been graciously pleased to patronise the Barum ware, and also that Messrs. Howell and James have secured the sole right of the London supply.

From Barnstaple direct communication is made with Lynton and Lynmouth, and *vice versâ*, by means of a well-appointed mail-coach, which runs daily, summer and winter, starting at half-past three o'clock, and completing the journey within three hours. The route taken passes through lovely Devonshire scenery, and affords magnificent views—a fitting prelude to the beauties of the district that is reached at the end of the journey. The "*Great Western*" station is supplied with a letter-box and a refreshment-room. Hotels—The "Royal and Fortescue" and the "Golden Lion." (*Population*—13,058.) Press—*North Devon Advertiser, North Devon Herald, North Devon Journal.*

We now pass on to BARNSTAPLE JUNCTION, where passengers can exchange for the trains to ancient BIDEFORD, whence depart coaches for the romantic rural and marine scenery of *Clovelly*. Within a short drive of Bideford is WESTWARD HO, where is the United Services' Proprietary College. A continuation of the railway journey affords access to the river scenery of *Torrington*. We now continue our progress northward by WRAFTON and BRAUNTON to MORTHOE, an attractive seaside and health resort, possessing beautiful scenery and extensive sands. The leading hotels are the "Morthoe" and the "Woollacombe Sands." Ten minutes later we reach

ILFRACOMBE,

Fares: 1st, 3/10; 2nd, 2/3; 3rd, 1/5. Return—1st, 6/6; 2nd, 4/6.

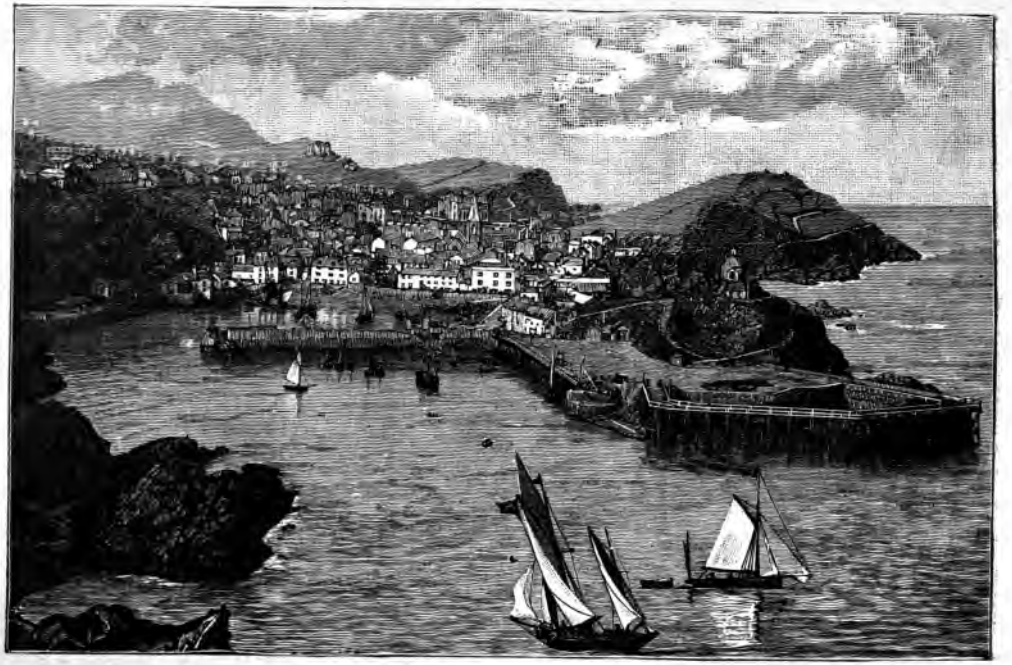
225 miles from Paddington, 105½ from Bristol, and 60 from Taunton; *also via the* Severn Tunnel 276½ from Birkenhead, 280½ from Manchester, *359 from* Windermere, 499½ from Edinburgh, and 501 from

Glasgow. Majestic cliffs, marine views, high seas, bracing air, and good bathing are amongst the primary characteristics of pleasant Ilfracombe. It is likewise a most convenient centre from which to explore the picturesque district of North Devon. Meetly and genially has it been praised by the gifted pen of Charles Kingsley, for "its quiet nature and its quiet luxury, its rich fairyland and its sea-walks, its downs and coombs, its kind people, and, if possible, its still kinder climate, which combines the soft warmth of South Devon with the bracing freshness of the Welsh mountains." And it is doubtless to this happy combination of coast and countryside, with a singularly mild, equable, and withal invigorating climate, that this fashionable watering-place owes its rapid growth.

Ilfracombe is a seaport of considerable antiquity, possessing a good natural harbour, two piers, and a spacious quay. The town is somewhat irregularly built; but, owing to the natural slope of the deep wide gorge that extends from the higher grounds to the shore, the majority of the houses face the ocean; and all are so near to the sea as to be but a few minutes distant from its wave-washed strand. In the High Street, which is the principal business thoroughfare, are the Town Hall and the General Post Office, while the spacious Market House stands in Market Street, one of the many avenues that lead to the shore. The ancient parish church of Holy Trinity, which is of Gothic design, but constructed during many periods, has been subject to a very complete restoration. In addition to this is the church of St. Philip and St. James. The various places of worship belonging to the Nonconformist bodies include accommodation for the Baptists, Brethren, Congregationalists, Free Church of England, Roman Catholics, and Wesleyans. The Victoria Promenade, a spacious iron structure near the sea, the Oxford Hall, and the Albert Hall are provided for public assemblies.

Chief amongst the fashionable promenades is the bold bluff of the Capstone Hill, with its circular walks, ever-changing prospects over land and water, and numerous sheltered seats. Here during the season performs an efficient band. Lantern Hill permits other views of the cliffs and harbour. At the base of the Capstone is a wide marine esplanade, whence access may be gained to Wildersmouth Bay, while in an opposite direction are the quay and the piers.

The Tors Walks consist of romantic rock terraces cut in the sides of the western heights. From these incomparably beautiful and lofty vantage points we may gaze over the wide blue waters of the Atlantic, crested by the silvery foam of the breaking waves, towards the solitary island of Lundy, or across the ever busy Bristol Channel we may trace the distant coast of Wales. On the nearer coast-line are White Pebble Bay, Lee Bay, and the rugged promontory of Bull Point, marked by its lighthouse. Eastward rise the steep



ILFRACOMBE.

cliffs of Hillsborough, and in this direction the rocky heights extend by such landmarks as the Great Hangman, the Little Hangman, Haddon's Mouth, and Duty Point, to the Countisbury Foreland. The principal bathing-stations are at Rapparee Cove, near Hillsborough, and Crewkhorne Cove, which is reached by a tunnel near the large Bath Establishment in Northfield Road.

The many delightful excursions which may be enjoyed from Ilfracombe naturally divide themselves into the rambles or drives eastward or westward, and the various water trips that are available during the summer season. Probably the more noteworthy of the latter are the regular tidal departures for Swansea, and the attractive sails to those entrancing spots, Lynmouth and Lynton, or to the tiny bay and foliage-mantled cliffs of Clovelly; while further distant is Lundy Island, famous for its wild rock scenery. In the direction of the Tors the coast abounds with massy headlands, fantastic rocks and little bays, the more noteworthy spots being Lee Bay, with its pretty curve and green combe; the fatal headland of Morte Point, the "Death Rock" of the Normans; Rockham and Barracane bays, with their stores of shells, seaweed, and anemones; the broad yellow tract of Woolacombe Sands; and the wide expanse of Braunton Burrows. Over Hillsborough are Watermouth Harbour, near which are the Curtain Rock, Sampson's Cave, and the noted Smallmouth and Briar caverns; also Combmartin Bay, near its quaint little old-world village and huge cliffs. Amongst inland destinations we should remember the beauties of Chambercombe wood and valley; the old manor-house of Berry Narbor; Caen Top, a splendid view-point; and the Bowden farmhouse, where was born the deservedly celebrated Bishop Jewel of Salisbury.

The "*Great Western Railway Company*" is established at an office under the Clock Tower, in the centre of the town, where the agent can give every information as to railway facilities, excursion trips by land and water, and other useful information. The coaching business in connection with the popular circular tour tickets is likewise under the direction of Mr. Holcombe, the Company's local representative. Within a distance of eighteen miles is the charmingly-retired spot known as Lynton; and a stay at Ilfracombe would be scarcely complete without a peep at its lovely scenery. Lynton, with its twin sister Lynmouth, stands upon the more northerly part of the coast, and can only be reached by means of the time-honoured stage-coaches, which are well-horsed and well-driven vehicles, affording a particularly pleasant excursion. The road covered is very picturesque, passing by Watermouth Castle, through the straggling villages of Combmartin and Parracombe, climbing hills 1,000 feet above the sea, descending into valleys

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For Jersey, see page 192.

(*From a photograph by Messrs. Frith & Co., Reigate.*

Popham's. The Dukes of Wellington derive their title from this place, and on Blackdown Hill stands a monument to the great victor at Waterloo. It is to be seen on our left as we leave the station. Soon we note the precipitous Blackdowns, then pass BURLESCOMBE, succeeded by TIVERTON JUNCTION, which owns a letter-box and a telegraph office. Here diverge two short branches, one leading to UFFCULME, a small market town, and CULMSTOCK to HEMYOCK, where are the ruins of an ancient castle. The other extends to

TIVERTON.

Fares—1st, 2·6; 2nd, ·····; 3rd, 1·6.

184 miles from Paddington. This pleasant municipal town is situated amongst woodland hills by the two rivers Exe and Lowman, where it has stood ever since the reign of Alfred the Great. It was once famous for its woollen manufactures, but its trade is now chiefly lace-making, in which the old-established firm of Messrs. John Heathcott and Company employ nearly one thousand hands. Tiverton is remarkable for the substantial character of its buildings, wide thoroughfares, and excellent business establishments. The handsome Town Hall provides ample accommodation for the business of the Corporation, and contains portraits of the early Hanoverian sovereigns, also a bust of Lord Palmerston, who, it may be remembered, was long the member for Tiverton, and remained so until the year of his death. The Queen's Jubilee was commemorated by the opening of a People's Park. In Bampton Street is the General Post Office. A weekly market is held on Tuesday, and Thursday is an early-closing day. Blundell's Free Grammar School, one of the principal educational institutions of Devonshire, was in 1604 founded at Tiverton by Peter Blundell, a wealthy clothier. In place of the original buildings a handsome Gothic pile has been erected amidst spacious grounds in Halberton Road. No fewer than three hundred boys can here receive an advanced first-grade education, and may likewise compete for valuable exhibitions at Oxford and Cambridge. Amongst the numerous distinguished "old boys" of Blundell's School is the Right Hon. and Most Rev. Frederick Temple, P.C., D.D., the Archbishop of Canterbury. The Tiverton School of Science and Art is in Fore Street. On a hill to the north-west are the remains of a twelfth-century castle. The surrounding district affords good hunting.

North and south of Tiverton run the Exe Valley and the Tiverton and North Devon lines, which pass through some of the most picturesque scenery in the district. The northern branch connects at Dulverton with the Devon and Somerset or North Devon section, while the southern road, traversing the Exe Valley, frequently crosses the stream, runs between beautifully-wooded hills,

and affords glimpses here and there of the transverse vales, until it effects a junction with the main line just above Exeter—its entire course presenting a panorama of great beauty. Tiverton station is furnished with a letter-box. The principal hotel is the "Palmerston." (*Population*—10,862.) Press—*Devon and Somerset Weekly News, Tiverton Gazette, Western Observer.*

Returning to TIVERTON JUNCTION, we pass through woody slopes and verdant hollows to CULLOMPTON, on the main line, deriving its name from the river, famous for trout-fishing. Presently we reach HELE AND BRADNINCH, and by SILVERTON come to the little village of STOKE CANON, whence, running onward near the winding Exe, we are carried to the city of

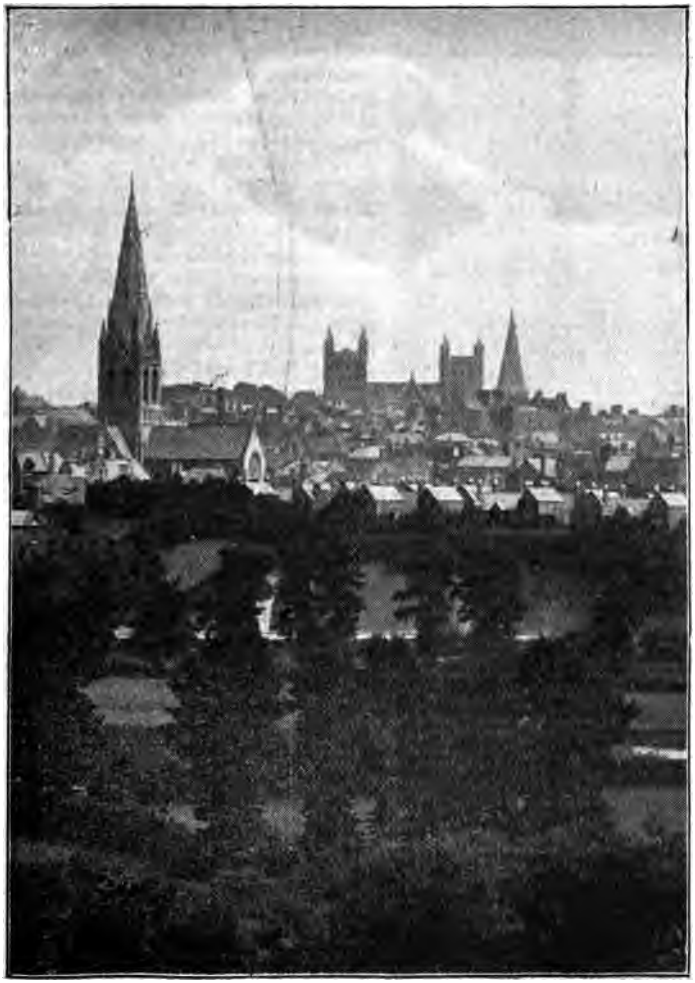
EXETER

(*For the Exe Valley Branch*),

Fares—1st, 28/6; 2nd, 18/-; 3rd, 14/3½. Return—1st, 50/-; 2nd, 31/6.

75½ miles from Bristol, also 246½ from Birkenhead and 253 from Manchester *via* the Severn Tunnel. The capital of Devon, occupying a hilly site overlooking the river, was once a Celtic hill fort, afterwards a Roman station, and then a stronghold of the Saxons. Here, too, arose the Norman Castle of Rougemont, of which still exist some ivy-covered remains. During the reign of Elizabeth the city, as a reward for its loyalty, was henceforth permitted to assume the legend "*Semper fideles*" on the city arms. A state sword presented by Edward IV., and another which, with a cap of maintenance, was bestowed on the city by Henry VII., are still preserved amongst the civic treasures in the Guildhall. Exeter stood out for the Parliament in the great Civil War, but was taken by the Royalists, and held until April, 1646. When Dutch William appeared in arms on the 9th of November, 1688, he was well received by the citizens, for on his broad banner was inscribed "The Protestant Religion and the Liberties of England."

Foremost of the many public buildings for which Exeter is famous is the stately cathedral dedicated to St. Peter, a magnificent Decorated-English composition of considerable merit. The original Saxon church, erected on the site of a Benedictine monastery, was during the twelfth century replaced by a Norman structure, which, saving the two remaining transeptal towers, was wholly consumed by fire. The present edifice, raised during the episcopates of Bishops Bronescombe, Quivil, Grandisson, and Brantyngham, was completed about 1394. Amongst its noteworthy architectural details are the western façade, comprising a series of richly-ornamented niches surmounted by a noble window, and the finely-vaulted nave, containing the quaintly-sculptured Minstrels' Gallery, a rare survival of the mediæval era; also the splendidly-carved stone pulpit erected



EXETER.
(*From a photograph by Messrs. Denney & Co., Exeter.*)

as a memorial to the saintly missionary, Bishop Patteson, who in 1871 suffered martyrdom on an island in the South Pacific. The stately thirteenth-century choir is chiefly remarkable for a handsomely-carved oak episcopal throne, an elegant Gothic structure sixty feet in height, presented to the church by Bishop Stapledon. Here, too, are magnificently-carved stalls with their ancient Early English misereres, some fine stone *sedilia*, numerous Gothic screens, an interesting series of ancient tombs, and a modern alabaster reredos. Perhaps one of the most pleasing compositions of the mediæval periods is the Lady Chapel, raised by Bishops Bronescombe and Quivil, which was beautifully restored by the late Sir Gilbert Scott. In St. Peter's Tower hang eleven bells, the tenor weighing sixty-seven hundredweights, and the entire peal celebrated as the heaviest in England. The north tower contains the well-known "Great Peter," first hung in 1480. In the transept beneath is a curious mediæval astronomical clock. Not far distant is the Chapter House, a fine example of the Early English and Decorated periods, now containing the Chapter library. Adjoining the Cathedral Close is the Bishop's Palace. Amongst the principal first-grade educational foundations in the West of England is Exeter School. It was originally established in 1380 by Bishop Stapledon, refounded in 1659, and reorganised in 1877, soon after which the school was removed to the fine pile of modern buildings erected at Heavitree, in the suburbs of the city.

THE BISHOP'S THRONE, EXETER.

EXETER SCHOOL.

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Head Master—W. ALLISON CUNNINGHAM, M.A.,

FORMERLY SCHOLAR OF PEMBROKE COLLEGE, CAMBRIDGE;
LATE ASSISTANT MASTER AT UPPINGHAM.

THERE are the usual advantages for those desiring to proceed to the Universities, as the Exhibitions confined to the School amount to £600 a year, and there are others which are partly close. This remarkable endowment has often enabled boys to maintain themselves at Oxford or Cambridge.

The new buildings include Chapel, Sanatorium, Laboratory, Gymnasium, Swimming Bath, &c., and are in a most healthy position, a mile from the centre of the city and on high ground, overlooking the Haldon Hills and estuary of the Exe, and surrounded by 20 acres of fields.

There are Two Boarding-Houses—one under the charge of the Head Master, and the other under R. MONTGOMERY, M.A., late Scholar of Trinity College, Cambridge.

Many Open Scholarships and First-Class Honours have been recently obtained at the Universities.

FOR FULL PARTICULARS, APPLY TO **THE HEAD MASTER.**

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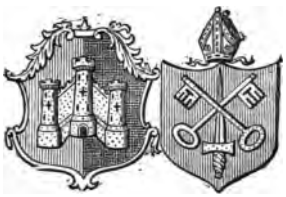

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foundries. The parish church, a very handsome edifice, is rich in monumental statuary and stained glass. Outside the church is the memorial of Bishop Ken, author of the "*Evening Hymn.*" The recreation-ground is in Weymouth Road. In Bath Street is the General Post Office. A market is held on Wednesday, and Thursday is an early-closing day. At the station are a telegraph office and a bookstall. Hotels—The "Crown" and the "George." (*Population*—9,613.) Press—*Somerset and Wilts Journal, Somerset Standard.*

Skirting the river Frome, we see Clay Hill to the left, and then note Longleat Woods on the heights near Longleat House, the fine old residence of the Marquess of Bath. Almost opposite is Marston House, a substantial stone mansion, the ancestral home of the Earl of Cork. Again looking to the left, we catch a glimpse of Maiden Bradley, a seat of the Duke of Somerset.

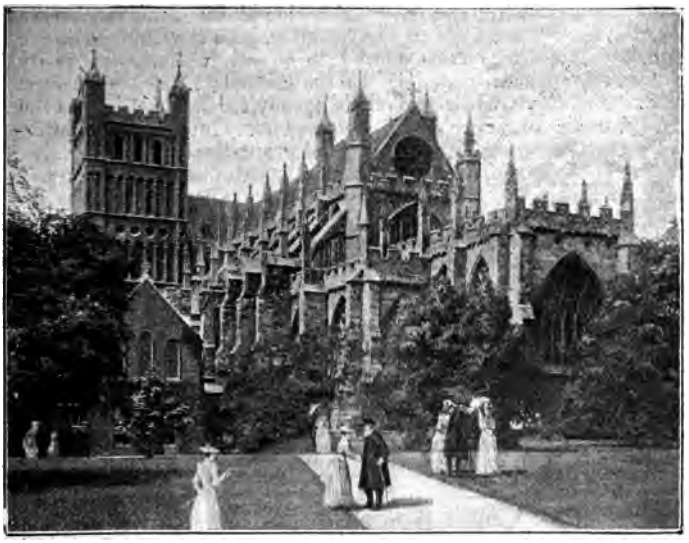
At WITHAM is the junction for Shepton Mallet, Cheddar, and Wells. On a hill some distance to the south is Stourton Tower, erected in commemoration of a battle here fought against the Danes by Alfred the Great. BRUTON is a small town lying to the right, near to a fine church and an ancient educational foundation known as the King's School. Passing on, we perceive on the left all that remains of the Abbey of Bruton. The railway now follows the valley of the river Brue, and leaves on the right the pretty village of Wyke Champflower, while in the distance we discern Glastonbury Tor, and soon clear CASTLE CARY, a small market town on the left. Three miles beyond, on the right, is North Barrow; then comes South Barrow; and at SPARKFORD we see to the left the Corton Hills. The neat villages of Queen Cormel and MARSTON MAGNA lie to the right. A short run now brings us to PEN MILL for

YEOVIL

(*For the Durston and Yeovil Branch*),

Fares—1st, 2/8; 2nd, 1s 4; 3rd, 10 4. Return—1st, 3s 2; 2nd, 2s 8.

27½ miles from Weymouth. Yeovil is an old-fashioned town in the centre of an agricultural district. The principal manufacture is that of gloves, in which upwards of two thousand hands are engaged. The Town Hall is in the High Street. The oldest church is that of St. John's, remarkable for the height of its aisles and the large size of its windows. The General Post Office is in Princes Street. A weekly market is held on Friday, and Thursday is an early-closing day. Pen Mill Station has a bookstall on the up platform. At the *Town Station*—which is on the branch to Durston Junction for the West of England main line—are a letter-box, a telegraph office, a bookstall, and refreshment-rooms. Hotels—The "Three Choughs" and the "Mermaid." (*Population*—9,648.)



EXETER CATHEDRAL.

(From a photograph by Messrs. Carl Norman & Co., Tunbridge Wells.)

One of the principal thoroughfares of Exeter is the High Street, in which are several of the leading business establishments, the West of England Insurance Office, and the Post Office. Here also is the ancient Guildhall, a most picturesque and massive Elizabethan building, containing a fine hall.

In Queen Street is the Albert Memorial Museum, which contains a reading-room, library, and art gallery; also various valuable collections of antiquities, natural history, and geology. The Theatre is one of the most complete buildings of its kind to be found in the provinces. A valuable library is located at the Devon and Exeter Institution, in the Cathedral Yard.

Northernhay Gardens form a pleasant recreation ground, adorned with two or three choice studies in statuary. The Royal Nursery of Messrs. Robert Veitch and Son is situated in the New North Road, only a few minutes' walk from the centre of the town. This old-established firm hold a special appointment as seed merchants to the Queen. They are celebrated for their collection of high-class specimen plants, also for their growth of hardy trees and shrubs.

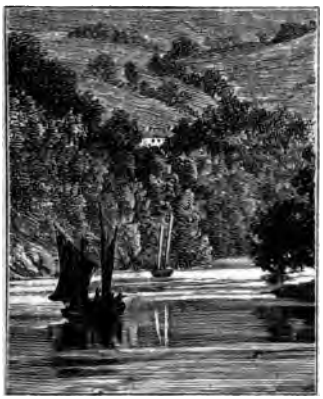
Landscape gardening, and the construction of ornamental rockeries, likewise form specialities of the business. As these nurseries are open without charge from sunrise to sunset, visitors can easily inspect their choice contents. In the Cathedral Yard is Messrs. Wilson and Son's house and estate agency for Devonshire and the West of England, where may be obtained every information relating to estates, houses, and other residential properties.

Exeter is an important agricultural centre, a large corn and cattle market being held on Friday. Saturday is usually an early-closing day. Annual fairs take place in February, May, July, and December. *St. David's Station* is supplied with a letter-box, telegraph office, bookstalls, and refreshment-rooms. Luncheon baskets are provided. The newly-completed Exe Valley branch permits passengers for North Devon to travel thence *via* Tiverton and Dulverton. The stations *en route* are STOKE CANON, BRAMPFORD SPEKE, THORVERTON, UP EXE AND SILVERTON, CADELEIGH AND BICKLEIGH, TIVERTON, BAMPTON, and DULVERTON, whence a coach runs daily during the summer season to Lynmouth and Lynton, and where a junction is also effected with the Devon and Somerset line to BARNSTAPLE and ILFRACOMBE. The leading hotels are the "New London," the "Royal Clarence," the "Rougemont," and the "Half Moon." (*Population*—37,580.)

Press—Daily: *Daily Western Times, Devon and Exeter Daily Gazette, Devon Evening Express, Evening Post.* Weekly: *Devon Weekly Times, Exeter Flying Post.*

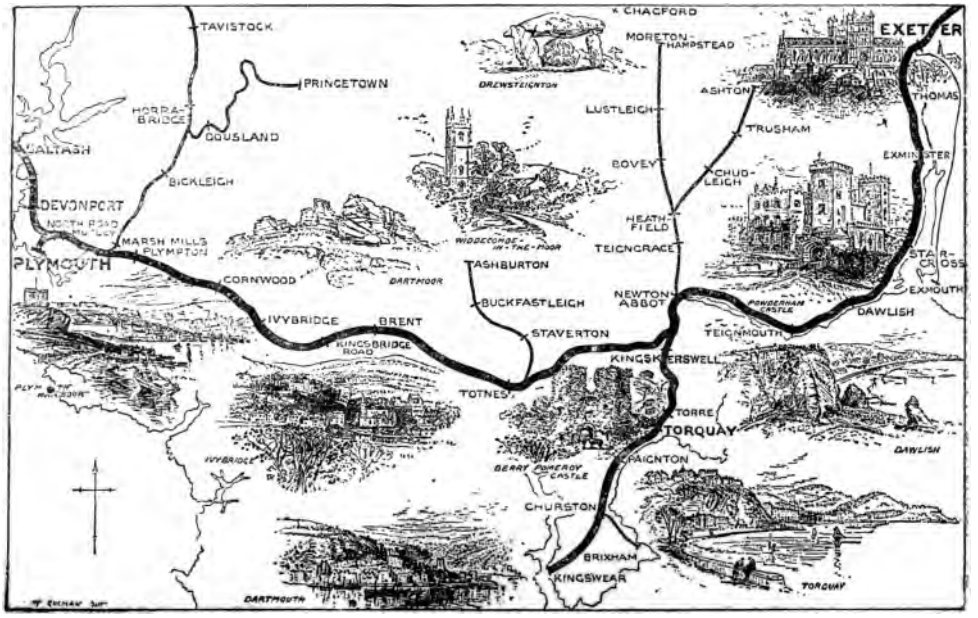
THE TORQUAY, SOUTH DEVON, AND PLYMOUTH EXPRESSES.

C.—EXETER TO DAWLISH; TEIGNMOUTH; NEWTON ABBOT, MORETONHAMPSTEAD, AND ASHTON; TORQUAY, PAIGNTON, BRIXHAM, AND KINGSWEAR FOR DARTMOUTH; TOTNES AND ASHBURTON; KINGSBRIDGE ROAD FOR KINGSBRIDGE; PLYMOUTH AND DEVONPORT; PRINCETOWN; TAVISTOCK AND LAUNCESTON.



ON THE DART.

SOUTH DEVON may be said to possess some of the fairest examples of fair English scenery. And for countless proofs we need but confine ourselves to the main line and various branches of the "*Great Western Railway*," which here afford access to inexhaustible stores of curiously-mingled sea-side and rural beauty. Presuming that we are favoured with good weather, few railway journeys can open more pleasantly than that by which we pass from Exeter to the great seaport of Plymouth. Gradually running nearer to the coast, the traveller, just before reaching Dawlish, is greeted by wide ocean views on the one hand, and rugged red verdure-clad cliffs on the other. Skirting the wave-washed shore, he reaches healthful Teignmouth, and then turns westward for Newton Abbot, the well-known gate by which thousands annually approach Torquay, the acknowledged queen of English watering-places; the charming bay of Paignton; Brixham, the home of the trawlers; and Dartmouth, alike the haven for yachtsmen, oarsmen, or anglers. From Newton Abbot northward is a branch that, ascending the romantic Valley of the Teign, divides at Heathfield—one portion bearing to the right for Ashton, while the other, passing Bovey Tracey, terminates at Moretonhampstead, whence tourists can proceed to the moorlands of Chagford. From ancient Totnes on the main line a branch proceeds to Ashburton, which is within easy reach of the celebrated Buckland Drives, and is also a capital starting-point for tours over Dartmoor. The completion of the present main-line run will be at Plymouth, well known as the first or last port of call



ROUTE MAP.—IV. EXETER TO TORQUAY, DARTMOUTH, PLYMOUTH, AND DEVONPORT.

with the steamers of the "*Peninsular and Oriental Steam Navigation Company*," the "*Orient Steam Navigation Company*," the "*British India Steam Navigation Company*," the "*Royal Mail Steam Packet Company*," "*Donald Currie and Company*," the "*New Zealand Shipping Company*," the "*Hamburg American Steamship Company*," and other important lines.

SOON after leaving Exeter we reach EXMINSTER, then leave behind us Powderham Castle, which has been the seat of the Earls

DAWLISH.

of Devon for some five centuries, and come to STARCROSS, a large village on the river Exe, celebrated for its mild sea-air. Opposite Starcross, on the other side of the Exe estuary, is Exmouth, a well-known seaside resort. In a few minutes we arrive at

DAWLISH,

Fares—1st, 3/6; 2nd, 10/2; 3rd, 15/3½. Return—1st, 53/6; 2nd, 33/6.

206 miles from Paddington. This delightful and favourite little bathing-place is situated near a bay of the English Channel, between Exmouth and Teignmouth. It is sheltered by green hills, and has a narrow streamlet flowing through it, which is crossed by bridges and bordered with grassy walks. It has a gravelly sea-beach, a church and reading-rooms, and is well supplied

with hotels and lodging-houses. The beautiful walk along the coast by Langstone Cliffs affords glimpses of weirdly picturesque scenery, so strangely fantastic are the forms assumed by the red cliffs and masses of wave-washed rocks. The railway station has a bookstall on the up platform. Hotels—The "Royal," the "Albert," and the "London." (*Population*—4,210.) Press—*Dawlish Times, Dawlish Western Guardian, Westcott's Local Press.*

Skirting the coast-line, here formed by a massive sea-wall, we pass on, leaving Haldon Hill on the right, eight hundred and eighteen feet above the sea, and then proceed to

TEIGNMOUTH

(*For Bishop's Teignton*),

Fares—1st, 31/-; 2nd, 19/6; 3rd, 15/6½. Return—1st, 54/6; 2nd, 34/2.

209 miles from Paddington. Teignmouth derives its name from its situation at the mouth of the river Teign. Its splendid beach extends from the Parson and Clerk Rock to the mouth of the river under the Ness promontory. This lovely spot, which is the oldest, and, after Torquay, the largest of the watering-places upon this coast, consists of East and West Teignmouth. The town itself is built with one side upon the river Teign and the other side facing the sea. The most fashionable promenade, known as the Den, consists of a beautiful green sward commanding wide ocean views, and having its walks and drives tastefully planted with flowers and shrubs. Round the Den are the crescents and terraces comprising the principal lodging-houses, and in a prominent position is the handsome elevation of the East Devon and Teignmouth Club. Close to the Club are the Baths, which contain a swimming-bath, also hot and cold, salt and fresh, shower, vapour, and douche baths. From the centre of the Den extends an iron pier.

From the top of Haldon Hill, some two miles distant, the prospect is most extensive, and well repays the visitor for the trouble of the ascent. Upon a clear day the Bill of Portland is distinctly visible towards the east, and the outline of the sea-coast can be followed as far as Berry Head towards the west; whilst inland we may obtain a sweep of horizon extending from Honiton to Dartmoor; the panorama comprising within itself some of the most beautiful places in Devonshire. Upon the opposite side of the river are situated the hamlets of Shaldon and Ringmore, in the parish of St. Nicholas, access to which and to the beautiful drive along the coast of Babbacombe and Anstis Cove can be obtained either by the ferry-boat, which is constantly plying from near the life-boat station, or by road, past Bitton and across the bridge. Close to *the bridge*, in Lower Bitton, are the courts of the Lawn Tennis *Club. Between* the bridge and the sea is the harbour,

Teignmouth owns a Boating Club, also a Corinthian Yacht Club, and sailing and rowing boats can easily be obtained. Those to whom boating is not attractive can arrange for picnic excursions to Ugbrooke Park, Ogwell Hill, Bradley Woods, Castle Dyke,

TEIGNMOUTH.
(*From a photograph by Messrs. G. Denney & Co., Exeter.*)

Chudleigh Rocks, or to any other of the numerous pleasure resorts in this charming neighbourhood. Teignmouth contains two parish churches and an iron church; while the church of St. Nicholas, at Ringmore, is within easy walking distance. The various Nonconforming Churches have handsome edifices. The General Post Office is in Den Place. A list of residential properties for sale or to let in Teignmouth or its vicinity may be obtained of Messrs. Robert Frost and Son. The railway station has a letter-box on the

down platform, and two bookstalls. An omnibus runs three times daily between Teignmouth Station and Bishop's Teignton, a charming health resort. Here is the "Huntly Hydropathic Establishment." Town porters are in attendance from Teignmouth and Shaldon. Hotels—The "Royal," the "Queen's," and the "London." (*Population*—8,292.) Press—*Teignmouth Gazette, Teignmouth Post, Teignmouth Times, Teignmouth Western Guardian.*

Leaving Teignmouth, our train, proceeding near the banks of the Teign, passes Coombe Cellars, ere reaching

NEWTON ABBOT

(*For Torquay, Paignton, Dartmouth, Ashton, and Moretonhampstead*),

Fares—1st, 32/-; 2nd, 20/-; Parl., 15/11½. Return—1st, 56/-; 2nd, 35/-.

214 miles from Paddington. Newton Abbot is a prosperous market town and important railway centre on the banks of the little river Leman, also near the Teign, which is navigable to Teignmouth. Walks and drives of the most attractive character exist around it, and good boating can be had on the river. One of the favourite walks is that to quaint old Bradley House, and charming excursions may be made to Bradley Woods, Haytor Rocks, the rocks of Lustleigh Cleave, also on the outskirts of rugged Dartmoor. The principal public buildings include the fine parish church and the Corn Exchange. Newton College occupies an excellent site, affords a first-grade educational course, and may be described as one of the chief collegiate establishments in Devonshire. The General Post Office is in the Market Place. A weekly market is held on Wednesday, and Thursday is an early-closing day.

Two branch lines extend from Newton Abbot. Taking the one leading northward, we first reach TEIGNGRACE, and thence pass onwards to HEATHFIELD, the junction for the Teign Valley line, which serves the town of CHUDLEIGH and the villages of TRUSHAM and ASHTON. From Heathfield, famous for the extensive brickworks of Messrs. Candy & Company, Limited, the principal line, diverging to the left, passes through BOVEY, where are large potteries; and LUSTLEIGH, where Druidical relics exist. Then amidst romantic scenery the branch terminates at MORETONHAMPSTEAD, an old market town near the eastern confines of Dartmoor, and near Cranbrook Castle, an ancient British camp. About four miles west is the picturesque town of Chagford, near the Teign. Newton Abbot station owns a letter-box, a telegraph office, bookstalls, and refreshment-rooms. Hotel—The "Globe." (*Population*—7,662.) Press—*East and South Devon Advertiser, Mid Devon Times, Newton Abbot Western Guardian.*

We now diverge southward by the line that effects direct express communication *via* KINGSKERSWELL and TORRE with

TORQUAY,

Fares—1st, 33/-; 2nd, 24/6; 3rd, 16/5½. Return—1st, 57/9; 2nd, 36/-.

220 miles from Paddington, 102 from Bristol, 141 from Cardiff, 258 from Chester, 274 from Liverpool, 279 from Manchester, 497½ from Glasgow, and 496 from Edinburgh. This picturesque and fashionable watering-place is situated upon the margin of Tor Bay, amidst some of the most romantic scenery of Devonshire. Its unique position, together with the mildness and salubrity of its climate, the perfection of its sanitary arrangements, its excellent water-supply, and the enterprise shown by the local authorities in their provision for the entertainment of visitors, have earned for Torquay a high place amongst the health resorts of Europe.

Torquay is built upon the richly-wooded slopes of majestic hills, where, amidst luxuriant foliage, terraces of houses, villas, and mansions stand in quiet seclusion—some in sheltered nooks, some upon lofty heights, most of them commanding magnificent views of the rock-bound coast and of the blue expanse of this memorable bay. Indeed, so manifestly does the scenery partake of a Continental character, in contrast with the usual formal aspect of English watering-places, as to have caused the great Napoleon to exclaim with enthusiasm, while in captivity he viewed the shore from the sea, "What a beautiful country! How much it resembles Porto Ferrajo in Elba!" Many other encomiums have been bestowed upon Torquay by those who have been well able to judge of its merits; but perhaps some of the best have proceeded from Professor Ruskin, who described it as "the Italy of England;" Lord Tennyson, and the late Rev. Henry Ward Beecher. On the 6th of May, 1890, when the foundation stone of a new pier was laid by H.R.H. the Princess Louise, the Marquess of Lorne warmly eulogised the many unique attractions of Torquay as a health resort, in which respect it stands pre-eminent. Not only has Torquay been honoured by the patronage of H.R.H. the Princess of Wales, who, acting under the advice of her physicians, repaired thither in 1886, but members of the Imperial Family of Russia, the late ex-Emperor of the French, the late Queen of the Netherlands, and many other notable personages amongst the royalty and aristocracy of Europe, have also sought, and found, benefit from the restorative properties of the climate. Owing to the remarkably small mean range of temperature, it may be said that Torquay can boast of two seasons, winter and summer, the former lasting from November to March, and the latter from June to October. This singular succession of the seasons has been beautifully described in the poetical language

TORQUAY.

(From a photograph by Messrs. Frith and Co., Reigate.)

of genial Charles Kingsley, who fittingly wrote:—"Here the flowers of autumn meet the blooms of spring, and the old year lingers smilingly to twine a garland for the new." But it is as a favourite wintering-place for delicate persons and invalids that Torquay is generally considered to be unequalled. Standing upon the southern slopes of the bay, and being protected from the east and north winds by huge hills of limestone, it is open only towards the south and west. During the winter months the air is so mild and agreeable that exotic and sub-tropical plants may here be found thriving in the open air.

Yet, strange as it may seem, while the climate of Torquay is warm in winter, meteorological observations go to prove that it is comparatively cool in the summer months; and it may safely be asserted that at this time there is not a more pleasant and attractive resort for the tourist or holiday-seeker. Then it is that the scenery, beautiful at all times, is seen in its best aspect; when the hedgerows and avenues, the richly-wooded slopes and the picturesque gardens, the verdant valleys and the well-timbered and ivy-tangled woodlands skirting the sea, are clad in foliage and blossom.

The principal promenade of the town is the Strand, which faces the harbour. Here and in Fleet Street, in Torwood Road and the Victoria Parade, are the principal business establishments, which present an attractive appearance, and are well able to compete with those of the Metropolis. Within easy reach are the recently completed Princess Pier and Gardens, which are the property of the Corporation of Torquay. These beautiful seaside resorts provide most popular promenades, commanding charming views. During the season provision is here made for roller-skating, and the Royal Italian Band plays daily on the pier. In the immediate vicinity are the Royal Terrace Gardens, celebrated for their collection of sub-tropical plants, while another favourite resort is furnished by the Waldron Hill Pleasure Grounds. Proceeding along the Victoria Parade, by the side of the harbour, we may reach the Pier, the Bath Saloon and Assembly Rooms, the Baths, the Bathing Coves, and the premises occupied by the Royal Torbay Yachting Club. In an opposite direction, on the Babbacombe Road, are the attractive and well-laid-out Public Gardens, the Natural History Museum and the Winter Gardens; while in the direction of the railway station, by the Torbay Road, are the sands, the charming Rock Walks, and the Recreation Ground. In addition to the parish church of St. Saviour's there are several places of worship in connection with the Church of England, while the Nonconformist churches in Torquay provide accommodation for the Baptists, Bible Christians, Brethren, Congregationalists, Friends, Presbyterians, Primitive Methodists, Roman Catholics, and Wesleyans. The Town Hall is in Lower

Union Street, and the Post Office is in Torwood Road. Markets are held on Tuesday and Saturday; Wednesday is an early-closing day.

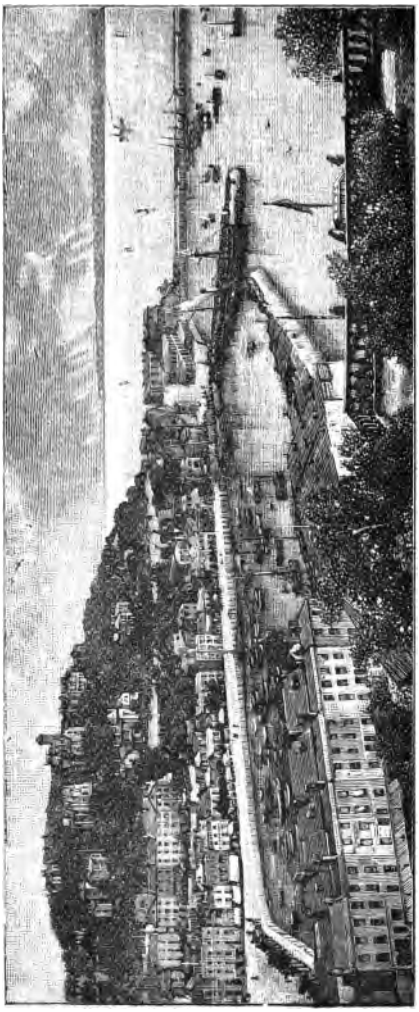
There is a plenitude of amusement for the visitor in Torquay. During the summer months excellent bathing, boating, and fishing may be enjoyed in the bay, which also affords admirable facilities for yachting. A regatta is held during the month of August. For those who are fond of such pastimes as tennis, cricket, cycling, and

BABBACOMBE BAY.

football, the Recreation and Tennis Ground and the Cricket Ground will have their attractions: while those who are interested in conchology, botany, and geology will find abundant scope for their respective hobbies. During the winter months, concerts, balls, theatrical and other entertainments are held in the Bath Saloon, the Theatre, and other public buildings. The only reading-rooms in Torquay are Iredale's, on the Strand, overlooking the harbour, which, being well arranged and comfortably furnished, are a great boon to visitors and residents. There are a few good subscription libraries. With so excellent a climate and such charming surroundings it is not surprising to find that Torquay possesses several excellent educational establishments both for boys and girls.

Numerous are the charming and interesting walks and drives

around Torquay. Within a short distance are the picturesque remains of Torre Abbey, an early foundation of the Premonstratensians, Natural Arch, Daddy Hole Plain, the Lincombe Drive, and Kent's Cavern, with its marvellous contents in the shape of pottery and other relics of very ancient date, besides bones of the bear, hyæna, elk, rhinoceros, and other animals. Near to this is Anstis Cove, a favourite resort for picnic parties; close to which are luxuriant woodlands skirting the sea, while not far beyond are the Babbacombe Downs, and the Oddicombe Beach, where the many-hued scenery is both picturesque and pleasing. In other directions we find the Avenues, the lovely lanes of Cockington, Chapel Hill with its beautiful gardens, Torre and Torre Abbey, and Compton Castle; also Marychurch, and the Watcombe Rocks. Paignton, too, is but three miles distant by a



TORQUAY, FROM WALDRON HILL.

coast road. Excursions may also be made to Berry Pomeroy, Brixham, and the old town of Dartmouth, with its facilities for trips up the charming river, for which circular-tour tickets are issued. Not far distant is the romantic scenery of Dartmoor, Chudleigh Rocks, Lustleigh Cleave, Fingal Bridge, Chagford, Holne Chase, the Buckland Drive, and the Haytor Rocks. Steam launches ply between Torquay and Paignton, and during the season trips may be taken by the steamers which make journeys along the coast.

Several of our engravings have been made from photographs taken by Messrs. Cox and Durrant, who are well known for the excellence of their art studies, and whose gallery on the Victoria Parade contains many beautiful specimens of high-class portraiture. In passing, we may remark that those who are contemplating residence in Torquay may profitably consult Messrs. Cox and Son, who publish a list of available houses in the town and neighbourhood.

The principal hotels are the "Imperial," which stands on the south side of a hill in the best part of Torquay, and has been honoured by the patronage of many members of the Royal families of England and of the Continent; the "Osborne," in Hesketh Crescent, charmingly situated, and overlooking the sea; the "Victoria and Albert," close to the Avenues; the "Torbay," the "Belgrave," the "Queen's," and the "Western." "Petworth," Cumper's, and "Kistor House" are high-class and comfortable private hotels. "Granville Mansions" is a hydropathic establishment. There are several good boarding-houses. The leading restaurant is "Rolfe's," upon the Victoria Parade, and near to the Pier. At the station are a letter-box, telegraph office, bookstall, and refreshment-rooms. (*Population*—25,534.) The press is ably represented by the *Torquay Directory*, the *Torquay Times*, and the *Devon County Standard*.

Leaving Torquay, our train proceeds along the coast and affords charming views seawards ere it reaches

PAIGNTON,

Fares—1st, 3s/3; 2nd, 2s/10; 3rd, 1s/7½. Return—1st, 5s/3; 2nd, 3s/6.

222 miles from Paddington. This inviting and rapidly-improving watering-place has most charming surroundings, and commands a magnificent panoramic view of Torquay. The wide stretch of sand beach, and the facilities for bathing and boating, are great attractions to visitors. The air is salubrious and invigorating. The town possesses a good supply of water, well-lighted streets, and excellent sanitary arrangements. Extending seaward is a well-built pier with a pavilion; from its landing-stage steam launches leave for Torquay Harbour every half-hour. On the Esplanade will be found a handsome hotel; a few good educational establishments, the principal of which, Paignton School, enjoys an excellent reputation; and several

substantial residences. An excellent band performs at Paignton during the summer season, which lasts from June to October. The promenade, being partly beached and partly turfed, forms a pleasant recreation ground.

Paignton is being considerably extended by the erection of residential villas, terraces of houses, and first-class shops, which are rapidly connecting the sea-front with the old town, where is an ancient church, containing a handsome organ. Near to this church is an ivy-covered tower of the fourteenth century, in which Bishop Miles Coverdale is said to have written his translation of the Bible. Enjoyable walks and drives may be made to Brixham, Torquay, Dartmouth, the river Dart, Berry Pomeroy, and other places of interest. The Post Office is in the Palace Avenue. At the station are a bookstall and a letter-box. The leading hotels are the "Esplanade" and the "Gerstone." (*Population*—6,783.) The Press—The *Paignton Echo, Paignton Observer, Paignton Western Guardian.*

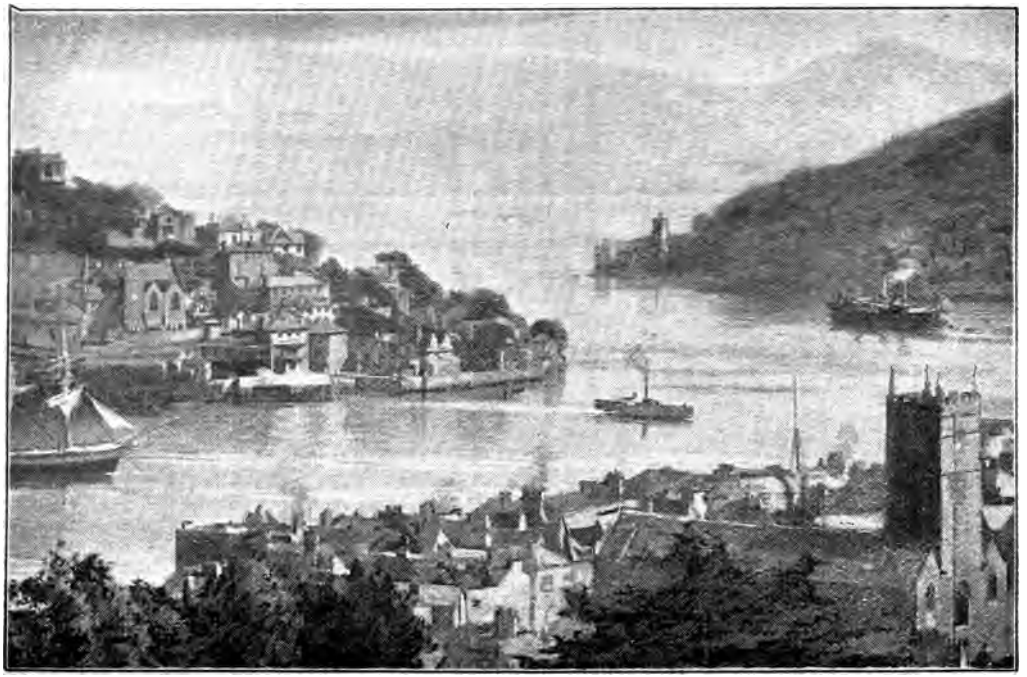
From Paignton the railway extends southward to CHURSTON, whence a short branch communicates with BRIXHAM, chiefly noted as a great fishery harbour, employing some hundreds of vessels. It is also celebrated as the landing-place of William, Prince of Orange, who, on the 4th of November, 1688, here commenced his triumphant progress towards London. The next station is KINGSWEAR, where by a ferry across the river we reach

DARTMOUTH

(*For Slapton Sands, Torcross, and Kingsbridge*),

Fares—1st, 34/6; 2nd, 21/6; 3rd, 17/3. Return—1st, 60/6; 2nd, 37/10.

229 miles from Paddington, 288 from Manchester, and 111 from Bristol. The ancient municipal seaport of Dartmouth, probably the best-known and most popular yachting station on the Devonshire coast, is delightfully situated on the estuary of the Dart. Its wide waters here form a well-nigh land-locked harbour, bounded by precipitous verdure-clad cliffs, rising some three or four hundred feet above the stream. Within a mile of this splendid anchorage is the open sea, while inland the ascent of the picturesque river which claims to be known as the "English Rhine" affords countless reaches of beauty. In bygone days this picturesque port was amongst the chief in the kingdom. Hence sailed many a warlike expedition of the early Normans and Plantagenets; and here during the palmy maritime era of Elizabeth resorted such naval heroes as Sir Humphrey Gilbert, Sir Walter Raleigh, Sir John Hawkins, and Sir Francis Drake. It is now one of the chief



DARTMOUTH.

(From a photograph by Messrs. Smale & Son, Dartmouth.)

nurseries of the British navy, nearly one-half of its officers having here passed through a course of instruction while attached as cadets to the training-ships *Britannia* and *Hindostan*. On the Kingswear shore is the club-house of the Royal Dart Yacht Club. Its annual regatta, held on the last Thursday and Friday in August, is a favourite rendezvous for yachtsmen. Here are several yacht and boat building yards, amongst them being the extensive works, at Sandquay, of Messrs. Sampson, Strickland, and Company, celebrated for their prize-medal steam launches.

Old Dartmouth is remarkable for its remains of quaint timber-built dwellings, the neighbourhood of the Butterwalk being especially interesting for its mediæval aspect. Similar buildings may be seen in Fosse Street and Higher Street. In Fairfax Place is Cranford's Library. Amongst local antiquities are the remains of two Edwardian strongholds, Dartmouth Castle and Kingswear Castle, which stand on opposite shores of the harbour at the "Narrows." Another ancient fortification is known as Bearscove Castle. A new and attractive feature of the river frontage is the Embankment, a spacious and ornamental promenade and landing-place, well furnished with seats. The town is supplied with places of worship belonging to the Church of England, Baptists, Bible Christians, Brethren, Congregationalists, Primitive Methodists, and Wesleyans. The General Post Office is in the New Road. A weekly market is held on Friday, and Wednesday is an early-closing day.

Chief amongst the many charming excursions for which Dartmouth is celebrated are the sails afforded by the steamers belonging to the "*Dartmouth and Torbay Steam Packet Company*," which, passing through exquisite scenery, ascend the Dart as far as ancient Totnes, the trip being completed in little less than an hour. The many charming bits *en route* are well described in "*Up and Down the River Dart*," a handy little pamphlet to be obtained at the office of the *Dartmouth Chronicle*. Another favourite trip is the drive afforded by the coaches that, starting from Dartmouth on the arrival of morning and afternoon trains at Kingswear, run to Slapton Sands, where is the "Sands Hotel," and thence, skirting Start Bay, proceed to Torcross. Here is the "Torcross Hotel." Then turning westward the journey is continued to KINGSBRIDGE, a prosperous little market town at the head of a navigable creek of the English Channel. Its leading hotels are the "King's Arms," the "Anchor," and the "Albion."

Dartmouth is the seaport whence depart the various steamers of the "*Direct Line*," that sail for Demerara, Berbice, and the West Indies; also the vessels of the "*Berbice and Demerara Steamship Company*" for Demerara and Berbice. The boats of the "*Kosmos Steamship Company*" sail every two months for Monte Video, the

Falkland Islands, Valparaiso, and Callao. Several coasting steamers also call here. The port is an important coaling-station, and vessels from all parts of the world may be seen in the harbour. The leading hotels of Dartmouth are the "Castle" and the "Raleigh Temperance Hotel." The "Royal Dart" is at Kingswear. (*Population*—6,038.) Press—*Dartmouth Chronicle, Dartmouth Western Guardian.*

Returning to the main line at NEWTON ABBOT, and continuing our journey in a south-westerly direction, we soon come to

TOTNES

(*For Buckfastleigh and Ashburton*),

Fares—1st, 33/4; 2nd, 20/10; 3rd, 16/8. Return—1st, 58/4; 2nd, 36/6.

223 miles from Paddington. Totnes, the birthplace of some eminent Devonians, and one of the oldest of borough towns, occupies the summit of a lofty hill, rising above pastures, cornfields, orchards, and gardens, and projecting into the lovely river Dart, which separates it from the suburb of Bridgetown. Its famous Norman castle was erected by Judhael de Totnais, and its remains now stand in ornamental public gardens. The parish church is a Perpendicular edifice of considerable architectural attractions. Not far distant is the Guildhall. Totnes Grammar School—a foundation of the sixteenth century—has produced many eminent scholars. A market is held on Saturdays, and Thursday is an early-closing day. The Post Office is in Fore Street. Totnes is a favourite centre for hunting and fishing, also for excursions on the Dart and tours over Dartmoor. The "Seven Stars" and the "Seymour" are the leading hotels. The station has a letter-box and refreshment-room. (*Population*—4,016.) Press—*Totnes Times, Western Guardian.*

From Totnes a branch line extends by STAVERTON to BUCKFASTLEIGH, where the hoary remains of Buckfastleigh Abbey stand beside the Dart, about a mile from the village, which is overlooked by a wooded hill, called the Lover's Comb. The branch has its terminus at ASHBURTON, a small market town, situated near the point where the rapids of the Dart rush along their rocky beds by Dartmoor. In the neighbourhood is some of the finest river and moorland scenery; also the celebrated Buckland Drives, Holne Chase, and other spots of interest. The "Golden Lion" and the "London" are the leading hotels.

Resuming our main-line journey from TOTNES, we presently pass BRENT, whence a line diverges southward through AVONWICK, GARA BRIDGE, and LODDISWELL to KINGSBRIDGE, a little market *town and seaport* of South Devon, which is pleasantly situated on

the shores of Salcombe Creek. Frequent coach services are run thence to *Salcombe*, *Dartmouth* and *Torcross*. Passing Ugborough, we reach, through WRANGSTON, IVYBRIDGE, in the enchanting Erme Valley, celebrated for its river scenery.

By CORNWOOD, where was born Elizabeth Chudleigh, afterwards the celebrated Duchess of Kingston, we go on to ancient PLYMPTON, the birthplace of three famous artists, Sir Joshua Reynolds, Haydon, and Northcote. Ruins of the castle are still remaining, while the church stands in a cemetery which is as old as the Heptarchy. Near Plympton is Saltram, the noble mansion and finely-wooded park of Earl Morley. Very soon we notice the branch line to Tavistock and Launceston on our right, and then pass MUTLEY, which is succeeded by

PLYMOUTH,

North Road Station

(*For Princetown, Tavistock, and Launceston*),

Fares—1st, 27/4; 2nd, 23/4; 3rd, 18/8. Return—1st, 55/4; 2nd, 40/10.

128½ miles from Bristol, also *via* the Severn Tunnel, 167 from Cardiff, 299½ from Birkenhead (for Liverpool), 304 from Manchester, 382 from Windermere, 522½ from Edinburgh, and 524 from Glasgow. The populous seaport of Plymouth, which owns so prominent a place in the maritime history of England, occupies a charmingly picturesque site on the broken coast-line of south-western Devon. At this point the Plym on the east, and the Tamar on the west, empty themselves through their deep gulf-like estuaries respectively known as the Catwater and the Hamoaze, into the wide waters of Plymouth Sound. The intervening land is covered by the clustered buildings of Plymouth, Stonehouse, and Devonport, which, although claiming independent corporate existence, are from their contiguity better known locally as the "Three Towns."

In 1430 the little fishing town of Sutton was incorporated by the name of Plymouth, and soon became one of the principal seaports on the English coast. During the brave days of Elizabeth it was the port whence sailed such noble mariners as Sir John Hawkins, Sir Francis Drake, Captain Fenton, Sir Humphrey Gilbert, and Thomas Cavendish. But chief of the stirring incidents which Englishmen associate with the name of Plymouth was the gathering of the fleet with which, on the 20th of July, 1588, Lord Howard of Effingham put to sea, when he sailed out to the successful and never-to-be-forgotten repulse of the so-called "Invincible Armada." Eight years later came another meeting of England's sailors, when 150 craft were assembled for the successful raid on Cadiz. And in 1620 occurred a far more memorable event, when the Pilgrim Fathers, "the men of the *Mayflower*," committed their tiny ship to the deep, and landed on the fair Western continent of North

THE HOE AND THE PROMENADE PIER, PLYMOUTH.

America, to found the greatest English-speaking Republic that the world has ever seen.

The shipping interests of Plymouth are of vast extent, seeing that it is the first or last port of call with the ocean steamships of the "*Peninsular and Oriental Steam Navigation Company*," the "*Orient Steam Navigation Company*," the "*Royal Mail Steamship Company*," the "*Hamburg American Steamship Company*," and other well-known lines; it is thus brought into constant intercourse with all parts of the world. The spacious Millbay Docks, belonging to the "*Great Western Railway*," are in direct connection with all parts of the English railway system. Surrounding the quays are commodious warehouses, and every accommodation for the conduct of an immense traffic to and from Australia, New Zealand, British India, the Cape of Good Hope, the West Indies, the United States, and various ports in the Baltic and the Mediterranean. Excellent arrangements are made for the landing of passengers from the mail steamers. Tenders belonging to the "*Great Western*" meet each vessel on its arrival, and convey passengers and their baggage to the docks, situated about 600 yards from *Millbay Station*. The luggage is landed by the Company's servants, who convey it to the Baggage Warehouse, perform the unpacking and repacking required for the Customs examination, and carry it from the Custom House to the railway station. Immediately contiguous to and communicating with the Baggage Warehouse are waiting-rooms, a telegraph office, and a booking-office. Special trains are run direct from the Docks to London, whenever passengers are landed too late to proceed by the regular night-mail express, leaving Plymouth at 8.10 p.m. or before 7.0 a.m.; also at any time during Sundays, irrespective of the number of travellers. Other fast week-day services afford access to Paddington, South Wales, the Midlands, and the North.

The Hoe is a turfed plateau of some eighteen acres, commanding extensive views seawards, and also over the adjacent coast-line. Here it was that the little group of brave Elizabethan seamen were playing their game of bowls when the Armada hove in sight, and the recently-erected Tercentenary Memorial fitly commemorates the events and men of that eventful period. On another part of the green is a statue of Sir Francis Drake. And lastly the weather-beaten pile of Smeaton's Eddystone Lighthouse reminds us of its century's conflict with wind and ocean. On the Hoe is the club-house of the Royal Western Yacht Club. Several paths lead to the carriage drive at the base of the cliff, and here, too, is the ornamental iron pier, which not only serves as a landing-stage, but is a place of fashionable promenade. Looking towards the English Channel, we have on our right Millbay Docks and the projecting promontory of Stonehouse, on which stand the extensive buildings of the Royal

William Victualling Yard, while nearly opposite are the green hills and richly-wooded slopes of Mount Edgcumbe, the beautiful seat of the Earl of Mount Edgcumbe. Still further westward are the waters of the Hamoaze. To the left of the Hoe is the citadel, with its tortuous lines of fortification; and nearly opposite is Mount Batten, the sea passage between affording access to the Catwater.

Gazing seaward across the busy waters of the Sound we notice the strongly-fortified St. Nicholas's or Drake's Island, and still further away perceive the long low line of the Breakwater, a wonderful engineering achievement, about a mile in length. It occupied some thirty-four years in its construction, and provides a wide area of sheltered anchorage. In the far distance may be discerned the lofty tower of the fourth Eddystone Lighthouse, which was completed in 1882, after the designs of Sir J. N. Douglas.

Plymouth is decidedly noteworthy for some fine public buildings, and of these the more remarkable are those devoted to the Guildhall, Law Courts, and Municipal Offices — a magnificent Gothic pile opened in 1874 by the Prince of Wales. The principal apartment is the Guildhall, a noble room lit by fourteen stained-glass windows depicting memorable events in the history of Plymouth, decorated by statuary, and provided with a valuable organ. Nearly opposite is the new General Post Office. The Free Library of some twenty-five thousand volumes will be found in Whimple Street, and in Cornwall Street is the Plymouth Proprietary and Cottonian Library, which contains a valuable collection of drawings and engravings. An extensive museum, an art gallery, library, laboratory, and lecture-hall are comprised within the Athenæum, in George Street. The parish church of St. Andrew's is a Perpendicular edifice containing many interesting monuments. In a central situation near to the *North Road Station* are the extensive buildings occupied by the Plymouth Corporation Grammar School, which was founded in 1561, and is noteworthy for its excellent educational curriculum. Plymouth College is at Ford Park, Mutley. The chief places for public amusements are the Royal Assembly Rooms and the Theatre adjoining the Royal Hotel, also St. James's Hall.

Owing to the extensive naval and military establishments maintained in the adjoining town of Devonport, Plymouth has become a residential centre of considerable importance. The three towns are a thriving seat of local manufactures, including the preparation of chemical manures, soap, and candles. Here, too, are engineering works, boat-building yards, and distilleries. The General Market covers a large area. An important market is held on Saturday, and Wednesday is an early-closing day. Corn and cattle markets take place on Tuesday and Thursday. Large stock fairs are also held *on the first Mondays* of April and November.

FOWEY,

a charming Watering-Place within reach of exquisite river scenery, affords admirable facilities for boating, yachting, and coasting excursions.

THE ATTRACTIONS OF FOWEY AS A SUMMER AND WINTER RESORT.

THE MOUTH OF THE RIVER AND THE "FOWEY HOTEL," FOWEY.
(From a photograph by Valentine & Sons, Dundee.)

THE charming position occupied by Fowey renders it a most delightful resort for health, holiday, or residence. The deep-water tidal harbour, the most picturesque upon the coast of Cornwall, is acknowledged by visitors to be admirably adapted for Boating, Fishing, and Bathing, and for Picnic Excursions. The climate is almost unique, and the temperature is remarkably equable.

As a **HEALTH RESORT**, Fowey is distinguished from most Cornish towns in being free from the relaxing and enervating qualities of the atmosphere so often experienced in the West of England. The adjacent country affords many interesting and pleasurable walks and excursions. The River, which is navigable as far as Lostwithiel, is one of the most beautiful in England, and is the delight of many a visitor.

FOWEY may be easily reached from London by the "*Great Western Railway*," *viâ* Bristol, Exeter, and Plymouth, in a journey of only **7** hours from Paddington Station.

THE FOWEY HOTEL,

SITUATED UPON THE ESPLANADE, OVERLOOKING THE HARBOUR AND THE ENTRANCE THERETO. IT IS OF MODERN CONSTRUCTION, HANDSOMELY FURNISHED, FITTED WITH THE LATEST APPOINTMENTS, AND IS WELL KNOWN AS BEING ONE OF THE BEST-MANAGED HOTELS IN CORNWALL.

* * * * * * * *

ELECTRIC LIGHT.

First-class Cuisine and Cellar.

MODERATE TARIFF.

Apply, THE MANAGER.

The Fowey Hotel Co.'s Omnibus meets the Trains.

For Fowey, see page 161.

PLYMOUTH. A DAY IN PLYMOUTH.

CONFECTIONER
BY SPECIAL APPOINTMENT TO

H.R.H. THE DUKE OF EDINBURGH.

TOURISTS
THROUGH
PICTURESQUE DEVON
AND
THE WEST OF ENGLAND
CAN OBTAIN

LUNCHEONS, DINNERS,
AND
PICNIC BASKETS
AT

H. MATTHEWS'S RESTAURANT,

THE MUNICIPAL BUILDINGS, PLYMOUTH.
(*From a photograph by Messrs. Poulton & Son, London.*)

11 & 12,
BEDFORD
STREET,
PLYMOUTH
(*Close to the Municipal Buildings*).

DINING AND
LUNCHEON
ROOMS.

CHOPS AND STEAKS
FROM THE SILVER
GRILL.

WEDDING CAKES

RICH ALMOND WEDDING CAKES, from Five Shillings to Five Guineas each, can be forwarded to all parts of the United Kingdom.

Many delightful drives and walks may be taken from Plymouth. Amongst the favourite resorts are Laira Bridge; Chelson Meadow; Saltram House; Plympton, where remains of the ancient castle exist; Cawsand, outside the Breakwater; Devil's Point, by the Victualling Yard; and Mount Edgcumbe, to which free admission may be procured every Wednesday, or on any other day on application to the Manor Office, Stonehouse. Water excursions lead to Bigbury Bay, Whitesand Bay, Yealm Mouth, the Eddystone Lighthouse; up the Tamar to Pentillie, or up the Tavy to Maristow; to Rame Head, Calstock and Morwell Rocks, or Port Eliot; and to Looe, in Cornwall.

Millbay Station is one of the chief centres of "*Great Western*" traffic. From this point stretches the westward extension of the main line, also the northern branch towards Launceston. A letter-box, telegraph office, bookstall, and refreshment-rooms are on the platform. Luncheon baskets are provided. *North Road Station* has a letter-box on the down side, also a telegraph office, bookstall, and refreshment-rooms on the up platform. The leading hotels of Plymouth are the "Royal," the "Grand," the "Duke of Cornwall," "Chubb's," the "Globe," and "Farley's." In Bedford Street, and near to the Post Office, is Matthew's Restaurant, a handsomely-designed building, provided with well-appointed saloons for luncheons, dinners, or light refreshments, and, being celebrated for the excellence of its *cuisine*, affords a great convenience for visitors to the "Three Towns." (*Population*—84,179.)

Press—Daily: *Western Daily Mercury, Western Evening Herald, Western Morning News.* Weekly: *Naval and Military Record, Weekly Mercury, Western Weekly News.*

The northerly branch line, after leaving *Millbay*, passes *North Road* and MUTLEY ere it reaches MARSH MILLS, BICKLEIGH, and YELVERTON, whence a branch *via* DOUSLAND leads to

PRINCETOWN,

Fares—1st, 38/-; 2nd, 23/10; 3rd, 19/0½. Return—1st, 66/8; 2nd, 41/9.

22 miles from Plymouth. Princetown is a pleasant little town, beautifully situated in the west quarter of the great forest of Dartmoor, and very popular with tourists, artists, and anglers. The "Duchy" is a good hotel.

Returning to YELVERTON, we next travel through exquisite hill, river, and woodland scenery to HORRABRIDGE, and thence to

TAVISTOCK,

Fares—1st, 37/6; 2nd, 23/6; 3rd, 18/9. Return—1st, 65/8; 2nd, 41/2.

16½ miles from Plymouth. Tavistock is charmingly situated amidst the woody western hills of Dartmoor, and within easy reach of

the rivers Tamar, Tavy, and Walkham. The handsome parish church of St. Eustachius was formerly connected with its celebrated Benedictine abbey. The General Post Office is in Abbey Place. A market is held on Friday, and Wednesday is an early-closing day. In the neighbourhood is Endsleigh Cottage, a seat of the Duke of Bedford. Hotels—The "Bedford," the "Queen's Head," and the "New Market." (*Population*—6,879.) Press—*Tavistock Gazette.*

Leaving Tavistock, we run to MARYTAVY, which is succeeded by LIDFORD. We next pass CORYTON and LIFTON; then, crossing the Tamar, enter Cornwall, and reach

LAUNCESTON,

Fares from Paddington—1st, 29/6; 2nd, 21/9; 3rd, 19/9½. Return—1st, 69/4; 2nd, 43/4.

35½ miles from Plymouth. At Launceston stand the ruins of its famous Norman castle, consisting of fragments of the walls, two of the inner gates, and, on a great mound ascended by very steep steps, two concentric walls of the keep. The Castle Green is now a public garden. A portion of the town wall is traceable, and one of the gates still exists. The church of St. Mary's is one of the handsomest in Cornwall. The "White Hart Hotel" retains a fine old Norman doorway which belonged to the ancient priory. The General Post Office is in Westgate Street. A market is held on Saturday, and Thursday is an early-closing day. Hotels—The "White Hart" and the "King's Arms." (*Population*—4,345.) Press—*Cornish and Devon Post, Launceston Weekly News.*

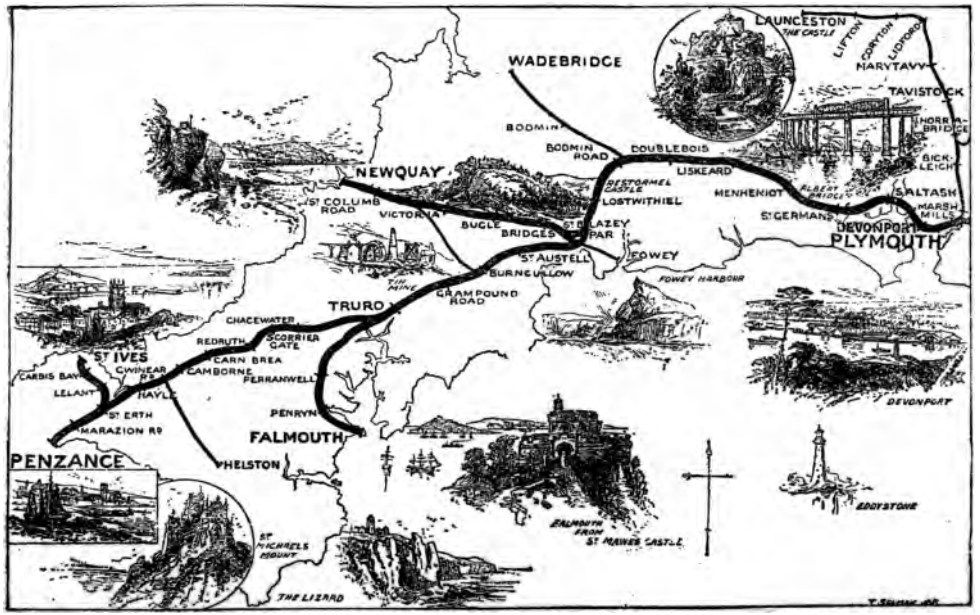
THE TRURO, FALMOUTH, AND PENZANCE EXPRESSES.

D.—PLYMOUTH TO LISKEARD; BODMIN AND WADEBRIDGE FOR PADSTOW; FOWEY; NEWQUAY; ST. AUSTELL; TRURO AND FALMOUTH; REDRUTH; HELSTON; ST. IVES; PENZANCE AND THE SCILLY ISLANDS.

NEWLYN.

CORNWALL, with its grand rock scenery, its magnificent woodlands, its romantic rivers, and its luxuriant vegetation, is one of the most attractive counties of England. It is also remarkable for the equability of its atmosphere. Accurate observations have proved the mean temperatures of Falmouth and Penzance during November, December, and January, to be but one degree lower than those of the same months at Florence and Montpellier. Seeing that the entire district also abounds in natural beauty, the time cannot be far distant when many will prefer to retain English surroundings while wintering in the West, rather than to increase their expenditure by a prolonged sojourn in the South of Europe. And others to whom such a question might be immaterial would fully appreciate the advantage of dwelling in a mild winter climate, while yet within a ten hours' journey of the Metropolis.

The main route from Plymouth to Penzance for the Scilly Isles passes through Devonport, and soon after crosses the Tamar at Saltash by the Royal Albert Bridge. Liskeard, a town in the granite district, is next reached. Thence through deeply-wooded ravines, along lofty embankments, or skirting steep foliage-clad hills or a rippling river, the railway wends its course to Bodmin Road, whence a branch extends westward to the county town of Bodmin, also to Wadebridge for the quaint little seaport of Padstow. From Bodmin Road the line passes southward through the Fowey Valley towards Lostwithiel, whence a direct line extends to Fowey, a pretty Cornish watering-place. From Par diverges a branch to the growing seaside resort of Newquay, while another affords an alternative route to Fowey. Again westward



ROUTE MAP.—V. PLYMOUTH TO NEWQUAY, TRURO, FALMOUTH, ST. IVES, AND PENZANCE.

through a district celebrated for its production of china-clay the trunk line leads by St. Austell to Truro, whence certain carriages are detached and despatched southward to Falmouth.

Soon after leaving Truro the passenger will notice countless indications of the tin-mining industry, which has its headquarters at Redruth. By Carn Brea and Camborne the train next approaches Gwinear Road, whence another branch extends to Helston, the most southerly railway station in England, and the favourite approach for the well-known Lizard District. Five miles farther on, at St. Erth, is a westerly line for the incomparably beautiful bay of St. Ives, with its unique combination of mansion and hotel in Tregenna Castle, which is surrounded by its fine park and ornamental grounds. The last few miles of the onward journey disclose St. Michael's Mount near Marazion, the most sheltered coast resort in Cornwall; and then, with charming marine views over Mount's Bay, the passenger approaches Penzance. Hence the tourist may visit the Land's End, also the verdant Scilly Isles.

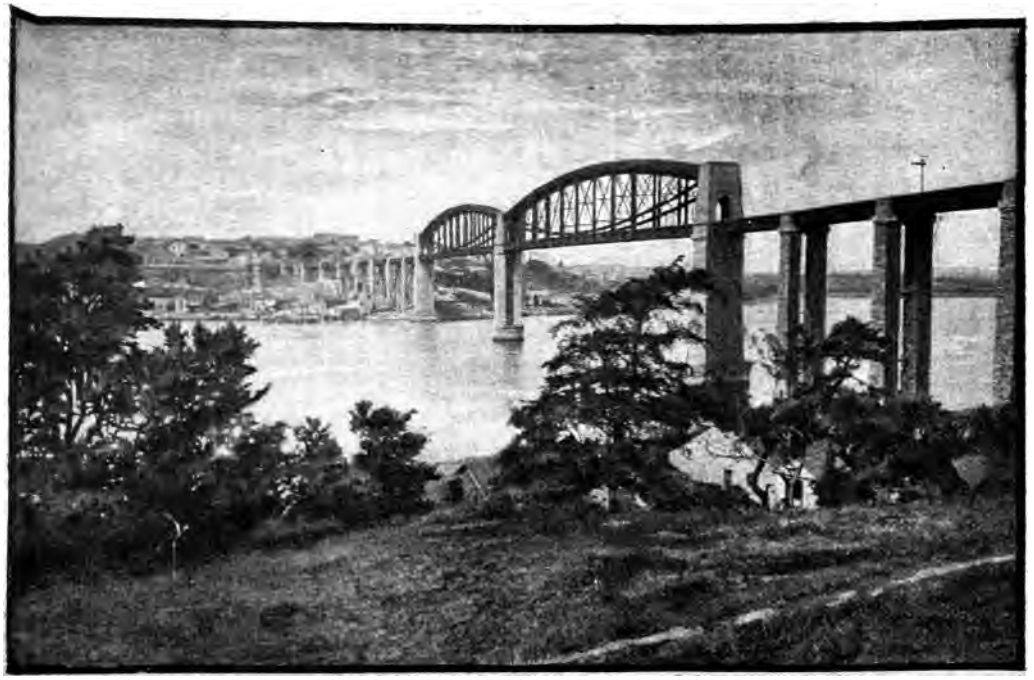
RESUMING our journey over the main line to Penzance, we leave Plymouth, and soon pause at

DEVONPORT,

Fares—1st, 37/4; 2nd, 23/4; 3rd, 18/8. Return—1st, 65/4; 2nd, 40/10.

130 miles from Bristol. Devonport is essentially a creation of the United Services. Chief of its attractions is the Royal Devonport Dockyard, which with its branches, the Gun Wharf and the Keyham Steam Yard, covers an area of little less than two hundred acres. The public entrance is in Fore Street, and visitors are conducted round the workshops four times daily. The Royal William Victualling Yard, although in Stonehouse, is more strictly connected with the naval departments of Devonport. Here enormous quantities of biscuits, meat, and other stores are prepared for the ships of the Royal Navy. On the same side of the water are the Royal Marine Barracks and the Royal Naval Hospital. The Royal Military Hospital is in Lower Stoke, on the opposite bank of Stonehouse Lake. Amongst other Government establishments are the Admiralty House and the Government House, both on Mount Wise; the Royal Naval Engineering Students' College, the Naval Barracks, the Raglan Barracks, George's Square Barracks, and barracks for the Artillery. The wide sheet of water known as the Hamoaze is a land-locked lake or estuary, with moorings extended over three miles.

The town of Devonport has some good thoroughfares, of which Fore Street, where is the General Post Office, is the most important. It possesses a Town Hall, a Free Library, and a Market House. The principal market is held on Saturday, and Wednesday is an early-



SALTASH BRIDGE.

(From a photograph by Messrs. Poulton & Son, London.)

closing day. Hotels—The "Royal" and "Thomas's." (*Population*—54,736.) Press—*The Western Independent.*

Leaving behind us the Government works at Keyham, and the old Maker Tower, we presently obtain a good view of the Royal Albert Bridge, across which we reach SALTASH, noting the river, the fine old war-ships at anchor, and the beautifully-wooded slopes. But the glory of Saltash is the younger Brunel's Albert Bridge, consisting of nineteen spans, the two widest of which have a united length of 910 feet and extend across the Tamar, resting on a single cast-iron pier of four columns standing in the centre of the river. The total length of the bridge is 2,240 feet, nearly half a mile—longer by 300 feet than the famous Britannia Bridge. Its greatest height from foundation to summit is 260 feet. It was opened by the Prince Consort in May, 1859.

Leaving Saltash, we may observe the junction of the rivers Tamar and Tavy, and on our right, in the distance, notice Scraesdon fort and St. Anthony's church tower. We next pass Ince woods and Ince Castle, an old mansion originally occupied by the Killigrew family. We now speed forward, leaving Wiveliscombe lake on our right, and then pass the woods of Sheviock ere we come to the straggling town of ST. GERMANS. The fine old Norman church has an ancient porch elaborately adorned with carvings and mouldings. Adjoining the town is Port Elliot, the seat of the Earl of St. Germans, in which is a fine collection of paintings. Hotel—The "Elliot Arms."

Resuming our route, we leave St. Germans Creek on the right, and then approach the steep Linkinhorne Hills. With the grey slopes of the quarried Clicker Tor rising before us, we now cross the delightful valley of the Seaton to MENHENIOT, about six miles from West and East Looe, which are reached by a very charming road. *Looe* is a small maritime port which exports granite from the Cheesewring, and copper from the Caradon mines; it is also famous for pilchard fishing. Its air is so mildly soft that geraniums, fuchsias, myrtles, and hydrangeas bloom throughout the year. Here is a remarkable old fifteenth-century bridge spanning a broad estuary shut in by bold precipitous hills, upon the slopes of which are gardens and villas, and at their base, along the river-bank, a labyrinth of narrow lanes and quaint old houses. About a mile out in the harbour is St. George's Island, a lonely isolated mass of rock, 170 feet in height. At Blackaton Rings, visible from the rail, are some ancient earthworks of Celtic origin. Again we speed by hill and valley, wood and river, to

LISKEARD,

Fares—1st, 40/4; 2nd, 25/3; Parl., 20/2. Return—1st, 70/6; 2nd, 44

265 miles from Paddington. Liskeard, an ancient municipal town with attractive surroundings, is principally noteworthy for its fine

parish church, dedicated to St. Martin. It is an interesting example of the Decorated period. The Town Hall is of classical design. In Windsor Place is the General Post Office. A market is held on Saturday. From the Castle Park, an elevation nearly five hundred feet above sea-level, are several magnificent views. The leading hotels are "Webb's" and the "Stag." At Liskeard we are near the Devil's Cheesewring, numerous famous Druidical monuments, and other traditional relics. The Well of St. Keyne, on which Southey's well-known poem was written, is about three miles distant. (*Population*—3,984.) Press—*Cornish Times.*

Over the Moorswater viaduct, 147 feet in height, we now speed towards DOUBLEBOIS, and thence travel through sylvan scenery of the most lovely description, noticing, on the right, amidst the trees, Glynn, lost by its rightful heir through a lunacy verdict obtained under peculiar circumstances by John Glynn, Serjeant-at-Law, son of William Glynn of Glynn. It is now the seat of Lord Vivian, and contains some fine paintings by Opie and Sir Joshua Reynolds. Presently we note on the left Lawharne House, the seat of Colonel Grylls, then pass over Westwood Viaduct, and presently see Lanhydrock Park, the seat of Baron Robartes of Truro, which was garrisoned for Charles I., while again on the right is a spot still called King Charles' Redoubt. And so we come to BODMIN ROAD, whence a branch line communicates with Bodmin and Wadebridge, its first station being at

BODMIN,

Fares—1st, 41/8; 2nd, 26/-; Parl., 20/10. Return—1st, 73/-; 2nd, 45/8.

277½ miles from Paddington. Bodmin, the ancient county town of Cornwall, is chiefly remarkable for its fine parish church, which is the largest in the county. A monument to Lieutenant-General Gilbert, over 140 feet in height, stands on Beacon Hill, the townspeople's favourite promenade. A British fortress exists at Castle Canyke (King's Castle), one mile distant. The town has a literary institution, a hospital, a dispensary, and a foundation grammar school. During the season a coach runs from Bodmin to Boscastle, a primitive little seaport on the north coast of Cornwall. (*Population*—5,151.) Hotels—The "Royal" and the "Town Arms." An extension of the branch from Bodmin communicates with

WADEBRIDGE

(*For Padstow*),

Fares—1st, 41/8; 2nd, 26/-; 3rd, 20/10. Return—1st, 73/-; 2nd, 45/8.

284½ miles from Paddington. Wadebridge, a Cornish market-town on the banks of the Camel, affords a convenient and favourite centre for tourists. Its chief support is derived from the surrounding agricultural district, also from some extensive slate and granite quarries. Here, too, are lead and copper mines. Within easy reach

are the prettily-situated churches of Egloshayle and St. Breock's, where are some Druidical remains and ancient crosses. In the neighbourhood is Pencarrow, the seat of the Dowager Lady Molesworth, which stands amidst the most charmingly laid-out grounds. Amongst the nearer coast resorts are Polzeath, a charming little fishing village and bathing station; also the primitive seaport of Padstow, close to some of the grandest rock scenery of North Cornwall. Charming excursions may also be taken to legendary Camelford; the sands, caverns, and cliffs at Boscastle; Tintagel Castle; the Delabole slate quarries; the wild Bodmin moors; Cardinham Lodge; Blisland with its Jubilee Rock; the ancient Celtic earthworks of Cardinham Bury; Dosmary Pool with its wild superstitious legends of ancient days; Brown Willy, standing 1,100 feet above the sea; Roche, Port Isaac, the Vale of Lanherne, and Bedruthan Steps. The principal hotel of Wadebridge is the "Molesworth Arms," from which a well-appointed omnibus meets all the trains. At Padstow are the "Commercial" and the "St. Petroc."

Again leaving BODMIN ROAD station, we skirt the Fowey, and soon pass on the left Polmangan and on the right Lanhydrock Park, before coming to LOSTWITHIEL, famous for the octagonal open-work lantern on its church-steeple. It is a town of great interest and antiquity on the river Fowey, which in 1664 was the headquarters of the Parliamentary troops in Cornwall. The tourist who alights here should visit the "whispering gallery" of Luxulyan and Helmen Tor. About one mile from, and on the northern side of, the town, is what remains of Restormel Castle, namely, the Keep, overlooking Restormel House, with its very picturesque gatehouse. It was anciently the seat of the Earls of Cornwall. The ivy-mantled relic has walls about ten feet in thickness. The chief hotels are the "Talbot" and the "King's Arms." A short branch of railway diverging southward from Lostwithiel now affords a picturesque and direct road through GOLANT to FOWEY (*see page* 161), which is also reached by way of Par.

After a run of four miles we reach PAR (*for Fowey and Newquay*), where a large trade is carried on in minerals, china-clay, and granite. The china-clay industry is an important staple, this valuable article of commerce, of which an immense tonnage is sent to the Potteries, being here discoverable at a depth ranging from two or three feet to seventy or eighty feet. On the quay at Par are the silver-smelting works, the huge chimney of which is 240 feet in height. Here flourishes the pilchard fishery. On the hill above the town are the Par Consolidated Mines, which will fully repay the tourist for any time he may devote to their inspection. Par is one mile from the town of St. Blazey. The chief hotel is the

HEDRUTHAN STEPS, NEAR NEWQUAY.

"**Royal.**" Leaving Par, we travel over another short branch line which leads through ST. BLAZEY to

FOWEY,

Fares—1st, 4/3·4; 2nd, 2/7·; 3rd, 1/1·8. Return—1st, 7/5·10; 2nd, 4/7/6.

286½ miles from Paddington. Fowey, which, on account of its lovely scenery, has been well described as a little Dartmouth, owns a handsome fourteenth-century church, containing interesting monuments; and, at the eastern entrance of its harbour, has the remains of a strong fortress, erected for its protection in the reign of Edward IV. Close by the church is Place House, the old ancestral mansion of the Treffrys, from which, in 1457, the brave wife of Thomas Treffry the second successfully repulsed a strong body of French invaders. Fowey has a stirring history, and was one of the chief ports of England when Liverpool was but a fishing village. During the Civil War it was the headquarters of the Earl of Essex. The beautiful river affords excellent boating. The leading hotels are the "Fowey," one of the best-managed hostelries in Cornwall; and the "St. Catherine's Private Hotel." (*Population*—1,957.)

The northern branch from Par serves ST. BLAZEY, BRIDGES (*for Luxulyan*), BUGLE, VICTORIA (*for Roche*), and ST. COLUMB ROAD, ere reaching

NEWQUAY,

Fares—1st, 4/6·6; 2nd, 2/9·-; 3rd, 2/3·3. Return—1st, 8/1·6; 2nd, 5/1/-.

303 miles from Paddington. One of the most favoured watering-places on the coast of Cornwall is the little seaport of Newquay, which with its splendid sand beach, rugged ranges of cliff, and delightful aspect on the Atlantic seaboard, leaves little to be desired by lovers of unconventional seaside. While its western situation affords every security for a mild and equable climate, it is slightly more bracing in its characteristics than some of the southern health resorts; and in this respect supplies an admirable sanatorium for those who need an invigorating atmosphere. The favourite occupations of visitors are the usual marine pleasures of bathing, fishing, boating, and yachting, to which may be added a well-nigh inexhaustible series of attractive coast excursions, leading to several of the most beautiful, curious, or romantic bays, beaches, caverns, cliffs, coves, islets, and fantastically-shaped rocks to be found on the coast of Cornwall. It would be impossible to particularise all these spots of interest, but we may, in passing, remark that between Trevor Head and St. Agnes' Head, a distance of some thirty miles, may be found such choice scenery as characterises Towan Head, Trevelga Island, Bedruthan Steps, Mawgam Porth, the Zichory Islands, Beacon Cove, Fistral Bay, Crantock Bay, Porth Joke, Holywell Bay, Perran Sands, Gwythian Point, and Cligga Head. The more remarkable

caves are the Banqueting Hall, the Cathedral Cavern, the Boulder Cavern, the Tea Caves, and the Mermaid's Cave. Inland are many scenes of beauty, including the Vale of Trenance, Lanherne Valley, and the Roche Rocks, with the tiny British oratory of St. Piran, and the ruined chapel of St. Michael.

Newquay is governed by a Local Board, which has afforded an excellent sanitary system, together with an ample and pure water-supply. In addition to the parish church are places of worship for the Baptists, Bible Christians, Congregationalists, United Methodists, and the Wesleyans. The leading hotel is the "Atlantic," a handsome modern building erected after the designs of Mr. Silvanus Trevail, of Truro. This hotel, which is one of the finest in Cornwall, commands magnificent sea views, and affords all the comfortable appointments of a first-class establishment. Other comfortable hotels are the "Great Western," a high-class hostelry which adjoins the railway station; the "Red Lion," and "Prout's." Here too is the "Ernecliffe Boarding Establishment." (*Population* —1,891.) Press—*Newquay Guardian.*

Again leaving the harbour and mining works at PAR, we resume our main-line journey, cross the river, and then note to the right Prideaux House and Boscundle, before we reach the town of

ST. AUSTELL,

Fares—1st, 13/10; 2nd, 27/6; 3rd, 21/11. Return—1st, 76/9; 2nd, 48/-.

286½ miles from Paddington. St. Austell, the capital of the china-clay district, is a well-built modern town remarkable for its kaolin works and mines of tin, copper, and iron. The parish church, several chapels, the Assembly Rooms, the Town Hall, and the Literary Institute, are amongst the principal public buildings. The neighbourhood abounds in residential seats. A market is held on Friday. Hotels—The "White Hart" and the "Queen's Head." (*Population*—3,477.) Press—*St. Austell Star, St. Austell Weekly News.*

From BURNGULLOW we pass to GRAMPOUND ROAD, which is the nearest halting-place for Tregony, and a few miles further reach

TRURO

(*For Falmouth, Perranporth, and Portscatho*),

Fares—1st, 46/3; 2nd, 29/-; 3rd, 23/1½. Return—1st, 81/-; 2nd, 50/8.

301 miles from Paddington. Truro, the only city in Cornwal stands in a lovely valley at the head of a creek on the river Fa where it is joined by the streams of the Kenwyn and Alle Within ten miles in a north-westerly direction are St. Agnes a the famed bathing sands of Perranporth, while a somewhat shor drive southwards leads to St. Just in the Roseland district a *Portscatho* on the shores of the English Channel. The city *now governed as* a municipality. The principal thorough

is Boscawen Street, in which are some imposing modern buildings and numerous excellent business establishments. Truro is an important agricultural centre, markets being held on Wednesday and Saturday, when people assemble in large numbers from the surrounding countryside. Friday is an early-closing day. Fairs take place at Whitsuntide, on November 19th, and on December 8th. A horse fair is held in the month of September. The export trade of Truro consists mainly of minerals, while some substantial industries have more than a local reputation.

The public buildings comprise the Town Hall and Market House, the Corn Exchange, the Post Office in the High Cross, the Public Rooms and Library, the Museum of the Royal Institute of Cornwall, and the Stokes Memorial Free Library. A column standing in Lemon Street commemorates Richard Lander, the African explorer, who was a native of the city. But the greatest object of interest in Truro is the new cathedral church of St. Mary, the foundation stone of which was laid by H.R.H. the Prince of Wales in the year 1880. Its consecration took place on November 3rd, 1887. Its architecture is in the style of the Early English of the thirteenth century, and embraces many beautiful specimens of artistic sculpture, also some fine windows. This commanding pile is but a portion of a very magnificent and elaborate design. The first Bishop of Truro was the most Rev. Edward White Benson, D.D., the late Archbishop of Canterbury. Here, too, are the churches of St. George, St. John, and St. Paul; also the chapels of the Baptist, Bible Christian, Congregational, Friends, Roman Catholic, and Wesleyan denominations. The chief educational centres are Truro Grammar School, Truro College, and the Truro High School for Girls; also the Cathedral Divinity School, and the Truro Diocesan Training College for School-mistresses.

Charming excursions may be made by road, rail, or water, the favourite one being the trip down the river Fal, which for scenery can scarcely be surpassed. During the season steamboats ply daily between Truro and Falmouth. Information relating to furnished or unfurnished residences can be obtained of Messrs. Criddle and Smith. At the railway station are a letter-box, telegraph office, bookstall, and refreshment-rooms. The leading hotels are the "Red Lion," a high-class, very comfortable, and well-arranged establishment, in Boscawen Street; and the "Royal," in Lemon Street. The "Cathedral Restaurant" is centrally situated. (*Population*—11,131.) Press—*Royal Cornwall Gazette, West Briton.*

Turning aside by the branch line that on our left leads to Falmouth, we presently see in the distance Carn Marth, 757 feet above the sea. PERRANWELL is the station for Devoran, and for Perran wharf. Crossing the Ponsanooth viaduct, 140 feet in height,

and afterwards the Treliever viaduct, we obtain a series of the most delightful prospects, and soon come to PENRYN, whence we approach the picturesque town and harbour of

FALMOUTH,

Fares—1st, 48/3; 2nd, 30/2; 3rd, 24/1½. Return—1st, 84/6; 2nd, 52/10.

312½ miles from Paddington and 194 from Bristol; also, *via* the Severn Tunnel, 322 from Birmingham, 366 from Liverpool, 371 from Manchester, 588 from Edinburgh, and 589 from Glasgow. Falmouth is on the north-western shore of the harbour bearing its name, and may be comfortably reached from Paddington by the special express trains of the "*Great Western Railway*" in less than nine hours.

When the Queen visited Falmouth in September, 1846, she compared the lake-like windings of the river Fal to those of the Rhine. The Prince Consort said of one point that it reminded him of Tell's Chapel in Switzerland, and remarked that the Fal recalled the Danube. Concerning Falmouth as a health and winter resort, eulogistic testimony of the highest character has been rendered by the most eminent of medical authorities, including Sir Edward Sieveking, M.D., Physician-in-Ordinary to Her Majesty the Queen, who describes Falmouth as "one of the most delightful parts of Great Britain that it has been my good fortune to visit." Touching upon its dual character as an invalid's home and yet a holiday centre, he remarks that while "for the healthy there is every possible attraction . . . the invalid finds every comfort required for mind and body." Similar testimony has been borne by Sir William Aitken, M.D. From observations taken by Mr. Edward Kitto, the superintendent of Falmouth Observatory, this charming Cornish watering-place is proved to be remarkable for its mild winter climate and singularly small mean range of temperature; while it is as noteworthy for the prevalence of bright sunshine as for its freedom from fogs. In these and other respects the meteorological tables obtained at Falmouth compare most favourably with others from Kew, Montpellier, and Pau. A striking proof of its salubrity is the very low death-rate of 10·9. The winter season for invalids lasts from November to January, and the summer season from June to October.

Falmouth Bay, into which opens the estuary of the Fal, is one mile wide, and has the old castle of Pendennis on the summit of a peninsula 198 feet above the sea on one side, and St. Anthony's Lighthouse on a promontory nearly five miles in length on the other; while the Black Rock Beacon, in the centre, acts as a breakwater. To the south of St. Mawes and Pendennis beyond the harbour is the "outer anchorage," extending for about two miles, and exposed only from south to east. The entire length of the

FALMOUTH, FROM FLUSHING.
(From a photograph by Messrs. Frith & Co., Reigate.)

coast-line of Falmouth Harbour is 71 miles. The erection of Pendennis Castle about 1538, giving protection to those who sought such by living near it, was doubtless the cause of a town springing up where now is Falmouth. The castle of St. Mawes was then already erected, but probably had not existed for any length of time.

The foundation stone of Falmouth Docks was laid in February, 1860, their total area being 120 acres, and additional accommodation has recently been provided. The town is the headquarters of the Royal Cornwall Yacht Club, which was established in 1872. In the main thoroughfares will be found the principal shops. The more noteworthy of the public buildings are the Free Library and Municipal Buildings, the Market House, the Volunteer Drill Hall, Falmouth Hospital, and the Falmouth Meteorological Observatory. Three churches are connected with the Church of England, and others for the Baptists, Bible Christians, Congregationalists, Friends, Primitive Methodists, Roman Catholics, and Wesleyans are comprised amongst the places of worship. In Church Street are the General Post Office and the Hall of the Royal Cornwall Polytechnic Society. A market is held on Thursday, and Wednesday is an early-closing day. On the slopes of the hills are broad streets and terraces of

villas, overlooking the bay. The walks, drives, and water excursions are most attractive and interesting. A small steamer plies several times daily between Market Strand and St. Mawes Pier, whilst another runs up the beautiful river Fal to Truro. Ferry-boats p'y constantly between Green Bank and the quaint little fishing village of Flushing, said to have the warmest climate in England. Indeed, Falmouth is so uniformly mild and temperate that exotic plants flourish in the open gardens all the year round. Passing on by

FALMOUTH HARBOUR.
(*From a photograph by Messrs. Frith & Co., Reigate.*)

Penryn, the pedestrian reaches the tree-embosomed hillside village of Perran-ar-Worthal. From this point charming views are obtained of Carclew woods, and leaving it we proceed through rustic lanes, amidst ferns and wild flowers growing in rich abundance, to the river-banks; and follow them to the quietest and prettiest of little inland villages, Devoran, about ten miles from Falmouth.

The ruins of Arwenack, the ancient mansion of the Killigrews, are immediately behind the Manor House. Coaches run daily between Falmouth and Helston, in connection with others for Kynance and *the Lizard.* Falmouth station is supplied with a telegraph office, a

bookstall, and refreshment-rooms. The chief hotels are the "Falmouth," the "Pendennis," the "Green Bank," the "Royal," the "Albion," and the "Duke of Cornwall." (*Population*—4,273.) Press—*Falmouth Weekly Times*, *Falmouth Packet*.

Returning to the main line at Truro, we pursue our way to the most westerly town in Europe—Penzance—through a country where mines and miners, quarries and quarrymen, abound. After passing CHACEWATER we reach SCORRIER GATE, and in the distance see St. Agnes' Beacon, which rises to the height of 621 feet. We next pause at

REDRUTH,

Fares—1st, 47/9; 2nd, 30/-; 3rd, 23/10½. Return—1st, 83/6; 2nd, 52/6.

309½ miles from Paddington. Redruth is the populous capital of the tin-mining districts, which have their principal centres at Carn Brea, Camborne, and Illogan. The Mining Exchange near the railway station is open daily, and the monthly tin sales held at Tabb's Hotel are of considerable importance. The surrounding countryside is most attractive. Charming sea views may be obtained from the neighbouring heights, and within a drive of four miles is the pretty little watering-place of Portreath on the shores of the Atlantic. Near the town is Gwennap Pit, famous for the open-air preaching of John Wesley. The chief public buildings are the various places of worship and the West Cornwall Miners' Hospital. In Alma Place is the General Post Office. A market is held on Friday, and Thursday is an early-closing day. Hotel—"Tabb's." (*Population*—10,326.) Press—*Cornubian Times*.

As we run on, we note, rising loftily on the left, Carn Brea, 750 feet above the sea-level. On it stand the ruins of Dunstanville Castle, a curious monument to one of its former owners, and some ancient earthworks. We now leave in our rear Treleigh church, and soon reach CARN BREA, taking its name from some celebrated mines in its vicinity. Presently we see Illogan church in the distance, on the right; and then arrive at CAMBORNE, where was born the first man who applied steam to the purposes of travelling and agriculture—Richard Trevithick, the engineer. Here is the Dolcoath tin-mine, celebrated as the deepest in Cornwall. Passing Pengiggon, Dolcoath, and Menner, we speed through the village of Penpoands, note a cromlech called Carwinnan on the right, just outside Pendarves Park, and are anon at GWINEAR ROAD, the junction station for the Helston branch, which proceeds through a pretty rural countryside served by wayside stations at PRAZE and NANCEGOLLAN to

HELSTON

(For the Lizard District),

Fares—1st, 50/3; 2nd, 31/6; 3rd, 25/1½. Return—1st, 88/-; 2nd, 55/-.

325 miles from Paddington. The ancient town of Helston, owning the most southerly railway station in England, is situated near to the head of Looe Pool. St. Michael's Church, the Nonconformist chapels, and the Town Hall are the principal buildings. In Meneage Street is the General Post Office. A market is held on Saturday, and Friday is an early-closing day. Helston derives its chief attractions for tourists from its proximity to the grand coast scenery and magnificent marine views of the famous Lizard District, a table-land of the serpentine formation. Its most southerly point is near Polpeor Cove, in the vicinity of the Lizard Lighthouses, which may be reached from Lizard Town. Another pleasant spot for a sojourn is Cadgwith, a pretty village near the rocks and caverns in the vicinity of Raven's Hugo, and an excellent starting-point for a delightful seaside ramble towards Coverack Cove and St. Keverne. Perhaps the finest features of the shore-line may be found in the neighbourhood of Mullion, a favourite spot for artists, and excellent headquarters for the western coast. Hence we can not only visit its incomparably beautiful little cove and curious cave, but may extend our explorations northward to Gunwalloe, or southward to ever-beautiful Kynance, with its sandy cove, steep cliffs, rugged rocks, scattered islets, and singular caverns, the most remarkable being the Bellows and the Post Office.

COINAGE HALL STREET, HELSTON.
(From a photograph by Messrs. Frith & Co., Reigate.)

The coach road from Helston to Lizard Town extends for some twelve miles, Cadgwith is about the same distance, but Mullion is reached within some six or seven miles. During the summer season cars in connection with a morning train run daily to the Lizard, and return in time for

passengers to join the principal up and down evening expresses at Gwinear Road. The hotels of Helston are the "Angel" and the "Star." Comfortable accommodation can also be obtained at Porthleven, Lizard Town, Housel Bay, Cadgwith, and Mullion. (*Population*—3,198.)

From GWINEAR ROAD it is but a brief journey to HAYLE, a seaport on Hayle Creek, in St. Ives Bay, about seven miles from

ROCKS NEAR THE LIZARD.
(*From a photograph by Messrs. Frith & Co., Reigate.*)

Penzance. Passing the Hayle estuary, we reach ST. ERTH, where passengers exchange carriages for those of the trains which travel *via* LELANT and CARBIS BAY to the junction for

ST. IVES,

Fares—1st, 5/3; 2nd, 3l/6; Parl., 25/1½. Return—1st, 8s/-; 2nd, 55/-.

325 miles from Paddington. St. Ives occupies a beautiful site on a bay which is, perhaps, second to none in England, and has long been a fashionable resort. It is, perhaps, chiefly known in connection with its flourishing pilchard fishery. The old church, erected in the reign of Henry V., is an interesting object, with a curious cross near its south porch. The streets are narrow, and

ST. IVES, CORNWALL.
(*From a photograph by Messrs. Frith & Co., Reigate.*)

the houses very oddly built, but in parts the town has been modernised. In the neighbourhood are some beautiful walks and drives.

The "Tregenna Castle" Hotel, until recently a family seat, is owned by the "*Great Western Railway.*" It occupies a lofty situation overlooking the bay, and is surrounded with gardens and plantations commanding magnificent sea-views, and provided with lawns for croquet, lawn tennis, archery, cricket, and other outdoor sports. There is also a private road from the hotel to the bathing beach (*see page* 38). (*Population* —6,094.)

Returning to ST. ERTH, we now travel southward to the sea, passing Tredrea on the right, and after catching a distant view of Trencron Hill, we soon see, rising grandly on our left, the romantic mount of St. Michael. We then reach the little borough town of Marazion, probably one of the most ancient trading ports in the world. Nearly opposite is St. Michael's Mount, which may be reached afoot

along a narrow causeway of stones and pebbles when the tide is down, but is surrounded by the waves when it is up. It is about a mile in circumference, has seventy acres of surface, and a height of 231 feet above the sea. It may be ascended by any of the rugged paths winding amidst loose boulders and crags, and visitors are admitted to the mansion on its summit in the absence of the St. Aubyn family, its hereditary owners. Here the visitor may notice the chapel, hall, and dungeon, and the stone beacon called St. Michael's Chair. From here we skirt Mount's Bay, and approach

PENZANCE

(*For the Scilly Isles*),

Fares—1st, 50/6; 2nd, 31/6; 3rd, 25/3. Return—1st, 88/6; 2nd, 55/4.

326½ miles from Paddington, 380 from Liverpool, 385 from Manchester, 424 from Windermere, and 604 from Glasgow. The name "Penzance" signifies the "Holy Head"; but the town was originally known as Buriton, meaning "Castle Town." In the reign of Edward III. it was awarded a market and a fair. It was a busy trading port in the sixteenth century, received a charter from Henry VIII., and another of incorporation from James I. In 1595 Penzance was pillaged and nearly destroyed by the Spaniards, and in 1646 it was sacked by Fairfax for its attachment to the royal cause. Penzance is now a thriving seaport, a prosperous west-country market town, and a much-frequented sanatorium, having good sanitary arrangements, also an excellent supply of water. As a health resort, with a very small mean range of temperature, it maintains an enviable position. The winter season lasts from November to February. Here, where sub-tropical plants grow in the open air, the climatic advantages are so great as to attract a large number of persons who are seeking restoration to health; and many invalids are sent to Penzance by the leading medical practitioners of the country, the town being within an easy journey of London and the principal cities of the kingdom.

Penzance is chiefly composed of four commercial thoroughfares which meet by the Market House, formerly used as the Town Hall. Here is a statue to the memory of the great chemist Sir Humphry Davy, who is said to have been born in the house now occupied as business premises, at the top of Market Jew Street. This is the principal centre of commerce, and frequently presents a busy scene, especially upon Thursday, which is the chief of the three market days, the others being Tuesday and Saturday.

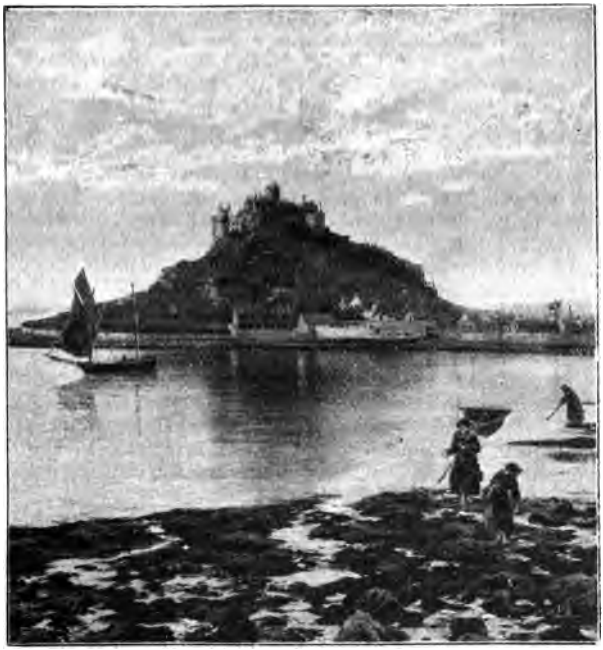
An extensive export trade is carried on in Penzance in tin, copper, leather, and granite, vegetables, flowers, and fish. The latter are chiefly brought in from the adjacent villages of Mousehole and

Newlyn, where the fish are cured. Pilchard fishing is an important industry. The well-known firm of E. T. L. Perry has far more than a local reputation for its "Marinated Pilchards," which are so prepared as to form a most agreeable relish. They are sent in large quantities throughout the United Kingdom, and are also exported to all parts of the world. No fewer than seven prize medals have been awarded for their excellence.

On the Esplanade, that for nearly half a mile faces the sea, are two first-class hotels—the "Queen" and the "Mount Bay"—several boarding-houses, private residences, and excellent baths, to which has lately been added a swimming-bath, 75 feet in length. The Pier has been subjected to many an addition, and it is now the longest in Cornwall. Good bathing and boating may be enjoyed from the beach during the summer season, which may be said to extend from the middle of June to the middle of September. The beautiful Morrab Gardens, not far from the sea-front, have been most attractively laid out, and are a great boon to residents and visitors. The principal institutions of Penzance are the Public Buildings—an imposing block in Alverton Street, comprising the Town Offices, Police Station, a large hall, and reading and news rooms; the Library, containing some sixteen thousand volumes, in the Morrab Gardens; the School of Art and the Art Museum, the Market House, and the Post Office, which is in Market Jew Street. In addition to the parish church of St. Mary's, and two other structures belonging to the Church of England, places of worship are provided by the Baptists, Bible Christians, Congregationalists, Methodist New Connexion, Primitive Methodists, Roman Catholics, United Methodists, and Wesleyans.

Many walks and excursions abounding in interest may be made from Penzance. Eastwards we have the camp-crowned hill of Lescudjack, the quiet old village of Gulval Marazion, and St. Michael's Mount (four miles). Towards the south are the fishing villages of Newlyn, Paul Church, the pile of rocks Tol Carne, and Lamorna Cove (six miles). In a north-westerly direction we may reach Madron and Ben More, where is the rock from which John Wesley preached with such wonderful power and effect; Boskednan, where are eleven stones, originally nineteen, known as the "Merry Maidens," and traditionally said to have been some wicked maidens who, together with the pipers who played to them, were turned into stone for dancing in a merry noisy circle on the Sabbath day; Lanyon Cromlech, Chûn Castle, Mên-an-tol or the "Holed Stone," Mên-scryfa or the "Inscribed Stone," Bosigran Castle, and Gurnards Head (eight miles). Westwards are St. Just, the Botallack Tin Mines, Carnijack Castle, and Cape Cornwall (seven miles). To the south-west lie

Boscawen-ûn, with its remarkable circle of nineteen stones; the ancient Church of St. Buryan, with its curious cross; Treryn; and the Logan Rock, a mass of stone, weighing nearly eighty tons, but so delicately poised as to be easily moved. Thence leaving on our left Porthcurnew Cove, St. Levan, where is the oldest church in



ST. MICHAEL'S MOUNT.
(*From a photograph by Messrs. Frith & Co., Reigate.*)

Cornwall; and the famous headland Tol-Pedn-Penwith, where is the station of the Eastern Telegraph Company; we may proceed to Land's End (thirteen miles), the most westerly point of the country.

At Penzance station are a bookstall and a refreshment-room. By the "West to North Expresses" it is brought into direct connection with Liverpool, Manchester, and Scotland. Hotels—The "Queen's," the "Mount Bay," the "Union," the "Western," and "Perrow's *Temperance*." (*Population*—12,448.) Press—Daily: *Evening Tidings*. Weekly: *Cornishman*, *Cornish Telegraph*

Before leaving Penzance visitors should certainly avail themsel of a most delightful sea-trip which will take them to *Hugh To St. Marys Island*, a most convenient centre for a tour through

THE SCILLY ISLES.

The principal islands of this interesting group, so remarkable their exquisite climate, luxuriant vegetation, and rock scene are St. Marys, Tresco, St. Agnes, St. Martin's, Bryher, and Sams They are situated thirty miles to the west of Land's End, a are about forty miles from Penzance, from which seaport sail t well-appointed boats—the "*Lyonnesse*" and the "*Lady of the Isl* —belonging to the "*West Cornwall Steamship Company, Limite* The steamers make for one of the two landing places at Hugh To where there is good accommodation in the hotels and lodging-hou In this neighbourhood exotic and tropical plants, Australian a New Zealand ferns, also palms, aloes, and hedges of geranium a fuchsia, may be found thriving even in the winter months. consequence of their wonderfully equable climatic conditions, islands are greatly appreciated by invalids. The ruins of an anci abbey stand upon Tresco, where is the residence of the Lord P prietor of the islands, T. A. Dorrien-Smith, Esq. Good fish can be obtained, and charming excursions may be made to neighbouring islands and islets. A large export trade is carried in cut flowers and early vegetables, a very heavy tonnage be despatched to the London and provincial markets. Fishing is a an important industry. The better seasons for visiting the isla are early spring and late autumn.

THE LAND'S END.
(*From a photograph* by Messrs. Frith & Co., Reigate.

MAP

OF THE

CHANNEL ISLANDS,

IN

DIRECT CONNECTION

(Via Weymouth and the Short Sea Route)

WITH

LONDON,

EDINBURGH, GLASGOW,
ABERDEEN, INVERNESS,
LIVERPOOL, MANCHESTER,
LEEDS, BRADFORD,
BIRMINGHAM, WORCESTER,
CARDIFF, SWANSEA,
BRISTOL, PLYMOUTH,

IRELAND,

AND THE

WEST OF ENGLAND,

BY THE

EXPRESS SERVICES

OF THE

GREAT WESTERN RAILWAY.

... these new and improved Channel services, it will be necessary

JERSEY.

BY AUTHORITY.

F. LE GALLAIS'

ROYAL AUCTION ROOMS,
HOUSE AND ESTATE AGENCY,
AND JERSEY PANTECHNICON,
18, BATH STREET.

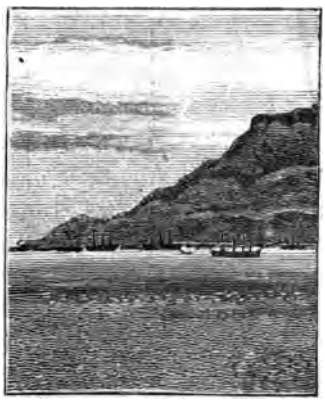
A PRINTED REGISTER of all Properties to be Sold or Let in the Island is issued quarterly and sent gratis to all applicants.

For Jersey, see page 193.

(From a photograph by Messrs. Frith & Co., Reigate.

THE WEYMOUTH AND CHANNEL ISLANDS EXPRESSES.

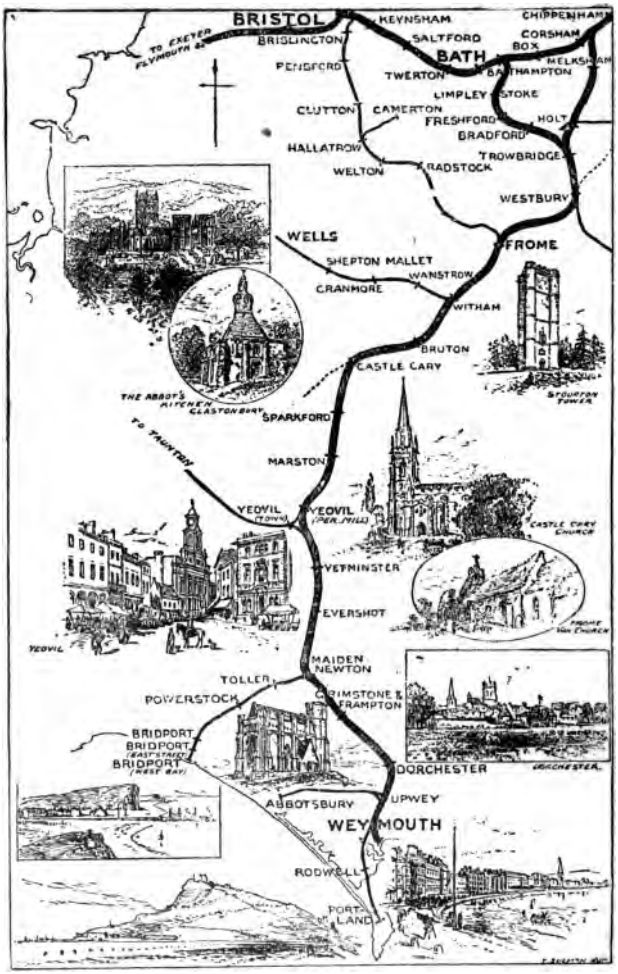
III. — PADDINGTON, BIRMINGHAM, WOLVERHAMPTON, WORCESTER, EDINBURGH, GLASGOW, LIVERPOOL, MANCHESTER, HEREFORD, GLOUCESTER, SWANSEA, CARDIFF, NEWPORT, BRISTOL, PENZANCE, PLYMOUTH, AND EXETER TO — TROWBRIDGE, WESTBURY, FROME, AND YEOVIL; BRIDPORT; DORCHESTER; AND TO WEYMOUTH FOR PORTLAND AND THE CHANNEL ISLANDS.



PORTLAND BILL.

ALTHOUGH the "*Great Western Railway*" had long conducted a large and important traffic between Weymouth and the Channel Islands, it was not until July, 1889, that the company acquired full control of the steamers. Shortly after the date named, new and specially-built first-class and fast-sailing steamships were placed on the "Express Short Sea Route," and by their means Guernsey was for the first time brought within four and a half hours of England; while the passage to Jersey, the larger island, occupied but ninety minutes longer. The general appreciation with which this new departure was received soon resulted in another—namely, the institution of a regular week-day service throughout the year. And meanwhile the general remodelling of train arrangements had not only permitted direct express connections throughout the "*Great Western*" system with both the outward and homeward boats, but likewise afforded similar facilities to and from Edinburgh, Glasgow, Carlisle, Leeds, and other stations on the "*Caledonian*" and the "*London and North Western*" railways.

Having in our introductory remarks furnished a general outline of these new and improved Channel services, it will be needless



ROUTE MAP.—VI. CHIPPENHAM AND BRISTOL TO WEYMOUTH.

to recapitulate those details, beyond emphasising the advantages gained by passengers travelling *via* Weymouth and the "Short Sea Route," who may thus combine a late departure from London with an early arrival either in Guernsey or Jersey. But a few words may be given to the port of departure, Weymouth, a charming health resort of Dorsetshire seated upon the shores of a magnificent bay. It is chiefly remarkable for broad sands, unrivalled sea-bathing, and excellent yachting. Indeed, those who would combine a visit to the southern coast with a trip to the Channel Islands have much to attract them in the "*Great Western*" route.

In connection with booking arrangements, we may remark that single-journey tickets to or from the islands are available for four days, permit passengers to travel by any train, and, either going or returning, to break their journey at Chippenham, Dorchester, or Weymouth. Return tickets are available for two calendar months. Although the steamer does not depart from Weymouth until after the arrival of the Boat Express, passengers who have travelled thither by earlier trains are allowed to go on board any time after 8 P.M. The fine boats used in this service—the "*Ibex*," the "*Antelope*," the "*Gazelle*," and the "*Lynx*"—are most comfortably appointed in every detail, and are illuminated by electricity. Refreshments and luncheon baskets can be obtained on board. The steamers are fitted with a limited number of private cabins, which may be engaged at fixed rates, according to the required accommodation. Communications should be addressed to Capt. Hemmings, Deputy Marine Superintendent, "*Great Western Railway*," Weymouth. On the return journey from the Channel Islands a special express train for Trowbridge and Swindon, in connection with the expresses to Bristol, London, and the North, leaves Weymouth landing-stage immediately after the arrival of the steamer.

Frequent expresses are now running between Paddington and Weymouth. The "Boat Express," which at present leaves London at 9·45 P.M., is composed of superior carriages, lighted by gas, and remarkable for the excellence of their third-class accommodation. As far as Chippenham the train runs over the main line to the West of England, but *en route* makes two highly important connections—the first being at Didcot Junction, where it is joined by passengers from Oxford, Worcester, Leamington, Birmingham, Wolverhampton, Wellington, Manchester, Shrewsbury, Chester, Birkenhead, and Liverpool, also generally from the Midlands and the North; the second is at Swindon Junction, for the convenience of passengers from Cheltenham, Gloucester, and the Stroud Valley. Turning southward at Chippenham, the "Channel Islands Express" next pauses at Trowbridge, to receive numerous passengers from Waterford, New Milford, Swansea, Cardiff, and other South

Wales stations, who travel, *via* Newport and the Severn Tunnel, to Bristol. Here, too, also arrives the Scotch contingent, which travels, *via* Crewe, Shrewsbury, and Hereford, to the same point. The last express, which leaves Bristol at 11·0 P.M., runs *via* Bath, and reaches Trowbridge shortly before midnight. Passengers from Penzance, Falmouth, Plymouth, Torquay, Exeter, Taunton, and the West of England come *via* Durston to Yeovil, whence they can travel forward to Weymouth, or wait for the later Boat Train. After one more pause at Dorchester, the express runs forward to Weymouth (*Town Station*), and thence to the *Landing Stage*, where through passengers for Guernsey and Jersey can at once pass from the train to the steamer. During the summer months the "*Great Western*" boat from Weymouth to Jersey steams direct to its destination, omitting the usual call at Guernsey, but a supplementary inter-insular evening service affords means of communication between the two islands. From July to September direct Saturday daylight services from Weymouth to Guernsey and to Jersey in connection with express trains from London (*Paddington*) permit passengers to reach their destinations in the evening, while similar sailings on Mondays from the islands supply means for their return journeys to the metropolis.

Thus far we have confined our summary to the various Boat Expresses, in order that without break we might show their respective connections. The ordinary day expresses, after passing Chippenham, reach Trowbridge and Westbury, whence an extension of twenty-five miles to the south-east communicates with Salisbury. Passing from Wiltshire to the richly-wooded pastures of hilly Somerset, the first station of note is Frome, whence another branch leads, *via* Radstock, to Bristol. From Witham also diverges an alternative route westward, *via* Shepton Mallet, to Wells. Shortly after passing Yeovil, with its branch to Taunton, the train enters Dorset, and pauses at Maiden Newton for the short line to Bridport, a little seaport and bathing-place. After passing ancient Dorchester, the Abbotsbury branch is seen on the right diverging from Upway Junction. From Weymouth another branch line communicates with Portland Bill, overlooking the famous Portland Roads.

THE traveller from London to Weymouth proceeds over the main line as far as Chippenham. Two miles beyond the station the express turns southward, and proceeds amidst pleasing scenery to MELKSHAM, where is a pump-room with bath accommodation. The springs, of which there are two, are saline and chalybeate. The principal hotel is the "King's Arms." Leaving Melksham, *Bromham* Gifford is seen to the right, succeeded by HOLT, *where a junction* is made with the branch from Reading to Bath,

via Newbury and Devizes. Crossing the Avon, we see Staverton. pass the junction with the Bath and Trowbridge line, and come to

TROWBRIDGE,

Fares—1st, 16/2; 2nd, 10/3; 3rd, 8/1. Return—1st, 28/4; 2nd, 17/10.

106 miles from Paddington. Trowbridge is a thriving manufacturing town, formerly noted for its broad-cloth, the staple trade now being fancy woollens. Crabbe the poet was rector here from 1813 until his death, which took place in 1832. The parish church, a beautiful structure, can be seen from the railway. The General Post Office is in Fore Street. A market is held on Tuesday, and Wednesday is an early-closing day. The station is supplied with a letter-box, telegraph office, bookstall, and refreshment-rooms. Luncheon-baskets can be supplied. The hotels are the "George," "Monland's Parade" (temperance), the "Woolpack," and the "Bridge House Hotel." (*Population*—11,717.) Press—*Trowbridge Chronicle, Wiltshire Times.*

Two miles from Trowbridge we pass the village of North Bradley on the right. Immediately opposite is the hamlet of Heywood, in which is Heywood House, the residence of Lord Justice Sir Henry Charles Lopes. We next reach

WESTBURY

(*For Wilton and Salisbury*),

Fares—1st, 16/10; 2nd, 10/6; 3rd, 8/5. Return—1st, 29/6; 2nd, 18/6.

110 miles from Paddington. Westbury is a place of great antiquity, with a population largely employed in the cloth manufacture. It has a handsome Town Hall and a fine church. The discovery of iron ore in the district has led to the establishment of blast furnaces and iron-works, which are near to the station. The General Post Office is in Edward Street. A weekly market is held on Tuesday, and Wednesday is an early-closing day. The railway station is supplied with a letter-box, a telegraph office, a bookstall, and a refreshment-room. The leading hotel is the "Lopes Arms."

Within a short distance south of Westbury, the Salisbury line branches off to the left. Soon leaving Wilts, and entering Somerset. we see on high wooded ground Berkley House, the property of Sir Charles Mordaunt, then effect a junction with the direct line from Bristol *via* Radstock, and pause at

FROME,

Fares—1st, 17/9; 2nd, 11/2; 3rd, 8/10½. Return—1st, 31/-; 2nd, 19/6.

115½ miles from Paddington. Frome is a thriving town in the heart of an extensive agricultural district. It is celebrated for its ale, and has some old-established cloth factories and iron

foundries. The parish church, a very handsome edifice, is rich in monumental statuary and stained glass. Outside the church is the memorial of Bishop Ken, author of the "*Evening Hymn.*" The recreation-ground is in Weymouth Road. In Bath Street is the General Post Office. A market is held on Wednesday, and Thursday is an early-closing day. At the station are a telegraph office and a bookstall. Hotels—The "Crown" and the "George." (*Population*—9,613.) Press—*Somerset and Wilts Journal, Somerset Standard.*

Skirting the river Frome, we see Clay Hill to the left, and then note Longleat Woods on the heights near Longleat House, the fine old residence of the Marquess of Bath. Almost opposite is Marston House, a substantial stone mansion, the ancestral home of the Earl of Cork. Again looking to the left, we catch a glimpse of Maiden Bradley, a seat of the Duke of Somerset.

At WITHAM is the junction for Shepton Mallet, Cheddar, and Wells. On a hill some distance to the south is Stourton Tower, erected in commemoration of a battle here fought against the Danes by Alfred the Great. BRUTON is a small town lying to the right, near to a fine church and an ancient educational foundation known as the King's School. Passing on, we perceive on the left all that remains of the Abbey of Bruton. The railway now follows the valley of the river Brue, and leaves on the right the pretty village of Wyke Champflower, while in the distance we discern Glastonbury Tor, and soon clear CASTLE CARY, a small market town on the left. Three miles beyond, on the right, is North Barrow; then comes South Barrow; and at SPARKFORD we see to the left the Corton Hills. The neat villages of Queen Cormel and MARSTON MAGNA lie to the right. A short run now brings us to PEN MILL for

YEOVIL

(*For the Durston and Yeovil Branch*),

Fares—1st, 2/8; 2nd, 1/3; 3rd, 10d. Return—1st, 3/2; 2nd, 2/2/8.

27½ miles from Weymouth. Yeovil is an old-fashioned town in the centre of an agricultural district. The principal manufacture is that of gloves, in which upwards of two thousand hands are engaged. The Town Hall is in the High Street. The oldest church is that of St. John's, remarkable for the height of its aisles and the large size of its windows. The General Post Office is in Princes Street. A weekly market is held on Friday, and Thursday is an early-closing day. Pen Mill Station has a bookstall on the up platform. At the *Town Station*—which is on the branch to Durston Junction for the West of England main line—are a letter-box, a telegraph office, a bookstall, and refreshment-rooms. Hotels—*The "Three Choughs"* and the "Mermaid." (*Population*—9,648.)

Press—*Pulman's Weekly News, Telegram, Western Advertiser, Western Chronicle, Western Gazette.*

Soon after leaving Pen Mill Station we enter the county of Dorset, and come to YETMINSTER, then gain views of Batcombe and Hillfield Hill to the east, and after passing EVERSHOT notice the contrast between the fertile Vale of Blackmoor and the chalk downs in the neighbourhood of MAIDEN NEWTON. Turning to the right for the Bridport branch, we run by TOLLER and POWERSTOCK to BRIDPORT (*Town Station*), which is succeeded by *East Street*, and *West Bay Station*, the seaside terminus at

BRIDPORT

(*For Charmouth and Lyme Regis*),

Fares—1st, 24/3; 2nd, 15/3; 3rd, 12/1½. Return—1st, 42/6; 2nd, 26/6.

165½ miles from Paddington. This ancient municipal market town, seaport, and watering-place takes its name from the river Bride, which here flows into the sea. The favourite resort for visitors is West Bay, noted for its good bathing and fine scenery. The town mostly consists of three spacious streets, containing many substantial buildings, of which the Town Hall is the most important. The General Post Office is in East Street. The trade chiefly consists in the manufactures of twine, thread, fishing-nets, sailcloth, and other products of flax and hemp. The pretty seaside resorts of Charmouth and Lyme Regis are within a short drive. A weekly market is held on Wednesday, and Thursday is an early-closing day. Hotels—The "Bull" and the "Greyhound." *Population*—6,611.)

Resuming our journey at MAIDEN NEWTON, we soon enter the fertile valley of the Frome, and pass GRIMSTONE AND FRAMPTON, which is succeeded by the hamlet of Stratton. Crossing the river, we see Bradford Peverel to the right, and Charminster to the left, where is the Dorset County School, and then reach

DORCHESTER,

Fares—1st, 22/8; 2nd, 14/2; 3rd, 11/4 Return—1st, 39/8; 2nd, 24/10.

7 miles from Weymouth. Dorchester, the capital of Dorset, has been called the City of Avenues, and in this respect is one of the most remarkable towns in the kingdom. The approaches from the London, Bridport, and Weymouth roads are through long avenues of sycamore, elm, and chestnut trees; and on the outskirts of the town to the south, east, and west, there are other avenues of fine trees in the form of boulevards, which form beautiful promenades.

Dorchester was one of the largest Roman stations, known by the name of *Durnovaria* or *Durinum*, as a walled town with a fosse. Remains of the old wall are still to be seen in the High West Street. About a quarter of a mile to the south of the station are

WEYMOUTH BAY.

(*From a photograph by Frith & Co., Reigate.*)

vestiges of the most perfect Roman amphitheatre in England, capable of holding 13,000 spectators; and about two miles to the south-west is the famous Maiden Castle, a Roman hill-camp.

This well-built town is on the river Frome. The County Hall is a spacious and commanding building. In addition to the Corn Exchange, the County Museum, and the County Hospital, are the Barracks, Dorchester being the headquarters of the 39th military district. In High Street are the business premises of Messrs. John F. Hodges and Sons, which are somewhat remarkable for their extensive cellarage, containing rare vintages of high-class wines. The General Post Office is in East Street. Weekly corn and cattle markets are held on Saturday. Extensive wool sales take place in July. A large stock fair is held in September; horse fairs take place in February, July, and August; and a general fair in October. The railway station has a letter-box and bookstall on the down platform. (*Population*—7,946.) Hotels—The "King's Arms" and the "Antelope." Press—*Dorset County Chronicle*, *Dorchester Telegraph*, *Western Chronicle*.

Soon after leaving Dorchester Station we see Maiden Castle to the right, and then reach UPWEY JUNCTION. Hence a short branch extends *via* BROADWEY and PORTESHAM to ABBOTSBURY, famous for the interesting remains of Abbotsbury Abbey, and also for Abbotsbury Castle, the seat of the Earl of Ilchester. Upwey village is to the right, and on the other side is Bincombe Church. A short run now brings us to

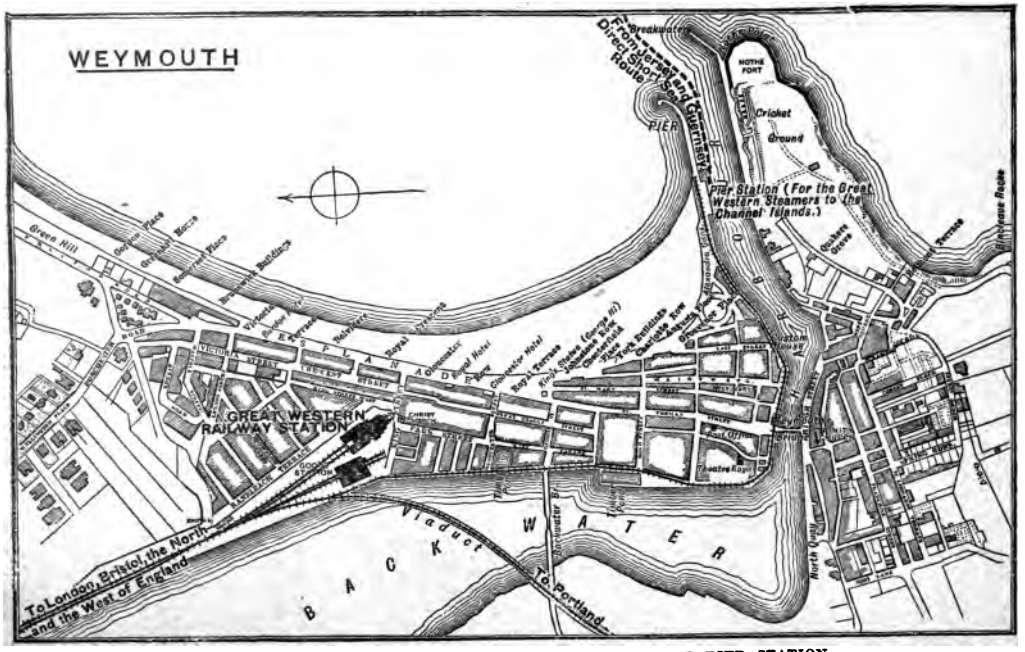
WEYMOUTH

(*For Portland and the Channel Islands*),

Fares—1st, 23/10; 2nd, 15/-; 3rd, 11/11. Return—1st, 41/9; 2nd, 26/2.

87½ miles from Bristol, 152 from Plymouth, 259½ from Liverpool, 264 from Manchester, 392 from Windermere, 481½ from Edinburgh, and 483 from Glasgow.

Weymouth Bay is formed by a fine sweep of the Dorset coast, here extending for some twenty miles from the well-known Bill of Portland to the white cliffs of St. Alban's Head. By Nothe Point, and in a sheltered position on the western curve of this shore-line, is the charming and salubrious watering-place of Weymouth. About a century ago the little fishing town was first visited by George III., who found the marine character of the spot so much to his liking that henceforth it became his favourite seaside home, as was Cheltenham amongst the inland spas. Under such circumstances it was not surprising that the place rapidly grew into general favour as a resort for health or fashion, and owing to its intrinsic merits it has long ranked amongst the first sanatoriums in the South of England.


WEYMOUTH
From Jersey and Guernsey Direct Short Sea Route
Breakwater
PIER
NOTHE FORT
Cricket Ground
Pier Station (For the Great Western Steamers to the Channel Islands.)
Quiberon Terrace
Clarence Place
Gloucester Place
Cumberland Place
Brunswick Buildings
Green Hill
Victoria Terrace
Royal Terrace
Royal Hotel
Royal Terrace
Victoria Buildings
Victoria Terrace
Victoria Buildings
Victoria Terrace
Victoria Buildings
Victoria

In addition to the general round of attractions which are associated with all the higher-class watering-places, Weymouth has certain peculiar claims upon popular approval. Amongst its more noteworthy features we should place the imposing Esplanade, which at its western extremity is bounded by the Alexandra Gardens and the long pier, while the Greenhill Gardens mark its eastern limit. The wide and cheerful promenade, nearly a mile in length, is well supplied with seats, and bordered by substantial residences which command magnificent marine views over the English Channel. In the centre of the Parade is the Jubilee Memorial Clock, and near St. Mary's Street stands a statue of George III. Adjoining this charming seaside walk are the far-reaching sands, at high water well-nigh covered with the waves, and affording not only excellent but remarkably safe bathing. Indeed, in this, as well as in other respects, Weymouth is a desirable health resort for children. Yachtsmen will also remember it as the headquarters of the Royal Dorset Yacht Club. As a yachting station the port is one of the best, being centrally placed for some of the most picturesque coast scenery of Dorset, Devon, and Hampshire, and also close to the magnificent anchorage of Portland Roads. To the foregoing advantages of an agreeable seaside favoured with a mild, an equable, and withal a bracing climate, we may add abundant facilities for walks or drives, and pleasant water trips by boats or steamers.

The larger portion of the town faces the sea, but the principal business establishments, which are of a very superior order, are mostly to be found in St. Mary's Street and St. Thomas's Street. In the former is the parish church of St. Mary's, a spacious edifice seating over two thousand persons. It contains a valuable painting of "The Last Supper," one of the best examples from the brush of Sir James Thornhill. Amongst several public buildings the handsome Guildhall, the Royal Victoria Jubilee Hall, one of the largest assembly rooms in the provinces, the Theatre Royal, the Masonic Hall, and the Market House, are the more important. The Royal Baths have entrances both from St. Mary's Street and St. Thomas's Street, and in the latter is the General Post Office. On the Esplanade is the Weymouth and County Club. A market is held on Friday, and Wednesday is an early-closing day.

The suburban districts abound in superior villas; and while speaking of Weymouth as a residential centre, we should also notice the remarkable excellence of its numerous educational establishments. Indeed, one of the best known first grade public schools in the South of England is Weymouth College, which, judging from the honours list of the last decade, has ably fulfilled the intentions of its founders, who desired "to provide for the sons of gentlemen a classical, mathematical, and general education of the

highest class." In connection with the college are numerous scholarships and prizes, which are awarded in accordance with the annual reports of the Oxford and Cambridge Schools' Examination Board. The College Cadet Corps of Engineers has been distinguished by excellent shooting at Bisley. Some of the chief architectural features of the college are the large schoolroom, numerous class-rooms, a chapel, a lecture room, the museum, laboratories, and a good library; also a gymnasium and a carpenter's shop. Close to the school will be found a large playground and a cricket field. Both the educational curriculum and the general management of the school are under the experienced direction of the head master, the Rev. John Miller, B.D., M.A., T.C.D.

Amongst the favourite pleasure haunts of visitors are the Backwater, or Radipole Lake, with its swannery; Upway village, famous for its Wishing Well; Osmington Hill; Osmington Mills; an ancient bridge and some Roman remains at Preston; and the picturesquely-placed ruins of Sandsfoot Castle. Many charming spots are reached by the steamers which sail daily for Lulworth Cove, Swanage, the Isle of Wight, Bridport, Sidmouth, Torquay, or Dartmouth.

Three notable excursions are usually made by railway. The first of these is to the ancient Roman town of Dorchester; the second is to the village of Abbotsbury, interesting for the ruins of its Benedictine abbey, of which the old barn is a remarkable relic, and also for the large swannery at Abbotsbury Castle; and the third is over the branch line that communicates with Portland. This short trip leads from Weymouth Station over the Backwater, and through RODWELL to PORTLAND, a lofty limestone plateau, famous for its stone quarries, majestic rock and cavern scenery, singular geological formations, convict prison, and, above all, for its adjacent breakwater. Here, too, are the Verne Citadel, Portland Castle, Pennsylvania Castle, and the ruins of Bow and Arrow Castle.

The business of Weymouth Harbour is principally derived from its extensive transactions with the Channel Islands, the chief imports consisting of early potatoes, tomatoes, grapes, and flowers. An important industry of Weymouth is the production of high-class ales. In connection with this the brewings of Messrs. J. A. Devenish and Company are of wide repute throughout the West of England. Not only is this well-known firm distinguished by special appointments from the Prince of Wales and the Duke of Edinburgh, but its "Pale" and "Dorset" ales have merited a large and widespread demand by connoisseurs both at home and abroad.

At the station are a telegraph office and a bookstall. The leading hotels are the "Gloucester," the "Imperial Burdon," the "Marine," the "Victoria," and the "Crown." (*Population* [1891]—13,769.) *Press—Southern Times*, Western Chronicle, *Weymouth Telegram.*

PRESUMING that we now extend our journey beyond Weymouth to the sunny islands of Guernsey and Jersey, which lie in the Bay of St. Michel, near the shores of ancient Normandy, we shall leave Weymouth Pier and steam due southward. Soon after daybreak we sight the Casquets, marked by their lighthouse, and away in the east perceive the tableland of Alderney. Presently, athwart our bows, we discern the islands of Herm, Jethou, and Sark, while to the right looms the long coast-line of Guernsey. Approaching nearer, we distinguish the little granite harbour of St. Sampson's Hard by is the column erected in memory of Admiral Lord de Saumarez, who died in 1836. Then across the wide sweep of Belle Grève Bay may be seen the sloping green hills of St. Peter-Port, with its charming villas and vineries embowered in trees, or stretching as a grey mass to the water's edge. On a rocky site close to the sea stands the old fortress and signalling station of

"GREAT WESTERN" CHANNEL STEAMSHIP "IBEX."

Castle Cornet, which is overlooked by the cliff defences of Fort George. In a few minutes we enter the harbour of St. Peter-Port.

GUERNSEY

(For Sark, Herm, Jethou, and Alderney),

Fares—1st and Saloon, 33 -; 2nd and Saloon, 28 -; 3rd and Saloon, 25 -.
Return, 48 -; Return, 46 -; Return, 38 -.
2nd and After Cabin, 23 -; Return, 38 -. 3rd and After Cabin, 20 -; Return, 30 -.

82¼ statute miles from Weymouth and 30¾ from Jersey. Guernsey, with its grand marine scenery and countless attractions on land or

ST. PETER-PORT HARBOUR AND CASTLE CORNET, GUERNSEY.
(From a photograph by Messrs. Poulton & Son, London.)

sea, is an island of the granitic formation, owning a picturesquely-broken coast-line of some thirty miles. It is nine miles in length from north to south, and at its widest point extends five miles from east to west. A mild, equable, and yet invigorating climate has caused Guernsey to become exceedingly popular both as a holiday and health resort, and equally so as a place for residence or education. Its principal town is most pleasantly situated on the eastern coast, overlooking the neighbouring islands of Herm and Jethou. Within six miles is romantic Sark, which has been so graphically described by the gifted pen of Hesba Stretton in "*The Doctor's Dilemma.*" Its more noteworthy scenic features are probably the Coupée, which connects Great and Little Sark, the Creux Terrible, the Gouliôt Caves, the Frégondée, and the beautiful grounds of the Seigneurie.

St. Peter-Port is principally remarkable for its long and wide marine esplanades, from which project the two long granite piers that form the new harbour, a magnificent water expanse of some seventy-three acres, provided with three landing-stages, and accessible at any state of the tide. Amongst the principal buildings of the quaint town are St. Peter's Cathedral, a Gothic edifice of considerable antiquity; Castle Cornet, the hoary stronghold which for nine years held out so bravely for Charles I. that it proved to be the last fortress surrendered to the Parliament; the imposing elevation of Elizabeth College, a scholastic foundation of remarkable excellence, providing at moderate cost an education fully equal to that of the first public schools, and likewise possessing several exhibitions to the Universities; the Royal Court House; and the fine modern pile occupied by the Guille-Allés Library, which comprises a library of 65,000 volumes, a valuable museum, and every provision for the cultivation of literary pursuits. The Ladies' College, a superior educational institution for girls, is in the Grange Road. On a lofty site stands the Victoria Tower, commemorating a visit of the Queen in 1846, and commanding splendid prospects over the island and the ocean. Charming marine views may likewise be gained from Fort George. Upon the pier that communicates with Castle Cornet is the Victoria Model Yacht Pond, a spacious circular basin constructed at a cost of £1,000. In Grange Road is the Grange Club. Hauteville House, where at one time resided Victor Hugo, and where he wrote his "*Toilers of the Sea*," may at certain times be viewed by visitors. The Church of England and the Nonconformist denominations are supplied with their several places of worship.

In the suburbs of the town, which occupy the higher ground of the island, are numerous elegant villas, especially in the neighbourhood of Cambridge Park, a small but fashionable promenade near Castle Carey, the residence of the Governor. Visitors will gain an

excellent idea of the floral beauties that abound in Guernsey by an inspection of the Caledonia Nursery and the Rohais Nursery, which are remarkable for their beauty and choice specimen plants. From the Valette Esplanade may be reached the admirably constructed bathing-places. The markets are noteworthy for their extent, and are a feature of considerable importance alike to residents and visitors. The General Post Office is in Smith Street. The office of the "*Great Western Railway*" is on the North Esplanade, facing the harbour, and a sub-office on the quay is open whilst the steamers are in the port.

But whatever may be the inherent attractions of St. Peter-Port, it is primarily as a centre for delightful excursions that it will appeal most powerfully to the tourist. During the summer season frequent pleasure steamers afford access to Sark, Herm, and Jethou. Alderney is reached by a charming sail of twenty-one miles. Whether by means of the numerous cars that daily traverse the island, by private carriages, or pedestrian trips, the visitor may in any point of the compass, and without excessive fatigue, meet with scenes of choice beauty throughout Guernsey itself. Nearest the town are Fermain Bay and the ever-beautiful bay of Moulin Huet, while along the southern coast are such noted spots as Petit Bot Bay, the Gouffre, Creux Mahie, and Pleinmont Point. On the western seaboard are the bays of Rocquaine, Perelle, Vazon, and Cobo. To the north lie Grand Havre and L'Ancresse Bay, not far from L'Ancresse Common. Want of space precludes our saying much that might well be said of the island government, with its Norman laws, its relics of feudal tenure, and its landed proprietary. Guernsey is likewise celebrated for its prosperous agricultural and horticultural interests, immense quantities of grapes, tomatoes, broccoli, and cut flowers being sent in annually increasing quantities to the English markets. An excellent pocket-map of the island may be obtained of Mr. F. B. Guerin, of High Street.

The "Old Government House" and the "Royal" hotels alike possess every provision for the comfort and enjoyment of their guests. Within five minutes of the landing-stage, in a salubrious situation facing the Esplanade, and close to the shore, is the well-known "Royal Hotel," which commands magnificent marine views over the harbour and roadstead towards Alderney, Sark, Herm, and Jethou. In the far distance looms the shore of Normandy. This old-established hotel has acquired a unique position amongst the higher-class family hostelries of the Channel Islands, and the growing demands upon its resources appear to have necessitated the erection of additional buildings, which are certainly noteworthy for their admirable design and excellent sanitary arrangements. Amongst the principal apartments thus provided for the accom-

modation of visitors is an elegant dining-hall, elaborately decorated, handsomely furnished, and containing seats for two hundred guests. From this beautiful room is access to the gardens, where is a charming conservatory. Incidentally we may remark that the billiard-room, in the luxurious homeliness of its appointments, resembles such an apartment in a comfortable English mansion; and being exclusively reserved for the use of guests staying in the house, is frequently visited by the ladies, who there dispense after-dinner tea or coffee. A ladies' drawing-room, a well-fitted writing-room, and charmingly-situated private apartments *en suite* are also available. During September, 1887, the hotel was honoured by the presence of H.I.H. Stephanie, Crown Princess of Austria.

Another first-class hotel is that known as the "Old Government House," a substantially-built and elegantly-furnished mansion, in which refined comfort still reigns supreme, as in the days when it was the official residence of the Lieutenant-Governors of the island. Situated upon an eminence in the best part of St. Peter-Port, and enclosed within its own grounds—in the very heart of the town, and yet secluded from it—the hotel commands magnificent sea-views, including the whole of the Channel Islands group, from Alderney on the north to Jersey on the south, with Sark, Herm, and Jethou immediately opposite; while farther away is the distant and historic coast-line of Normandy. To such an entrancing prospect, viewed from the velvety lawn of an old-fashioned, flower-bespangled, tree-shaded garden, may be added the undoubted charms of a quiet yet cheerful and withal handsomely-appointed home. Increased accommodation has been obtained by the erection of a new wing, which not only provides a large number of additional bed-rooms, bath-rooms, lavatories, smoking-rooms, and other apartments, but likewise includes a splendid dining-saloon, capable of entertaining upwards of two hundred guests. Close at hand are the conservatory and winter garden. Indeed, the hotel, which for some thirty years has been favoured with distinguished patronage, affords a most comfortable and luxurious home for sojourners in the island, and is fitted throughout with all the latest improvements. The "Victoria Hotel" is in the High Street, and the "Channel Islands Hotel" is on the Esplanade. The "Dixcart" the "Bel-Air," and the "Victoria" are at Sark. (*Population of Guernsey*—35,243.) Press—*Gazette de Guernsey, Guernsey Advertiser, Guernsey Comet, Guernsey Mail, Guernsey Star, Journal du Bailliage de Guernsey.*

Leaving St. Peter Port, we approach Jersey, which is about thirty miles southwards, and during the summer may likewise be reached by the inter-insular services. Ere long we find ourselves off Cape Grosnez, and, passing the Pinnacle Rock near L'Etacq, skirt

THE COUPÉE, SARK.

(From a photograph by Messrs. *Carl Norman & Co., Tunbridge Wells.)*

the wide bay of St. Ouen, which lies on the western coast, and has the rugged stack of the Corbière Rocks at its southern extremity. Rounding La Moye Point, we see the beautifully verdant recesses of St. Brelade's Bay and Portelet Cove, then clear Noirmont Point, enter the magnificent southern bay of St. Aubin, steam by Elizabeth Castle, and under the shelter of Fort Regent approach St. Helier, the chief harbour of

JERSEY,

Fares—1st and Saloon, 33/- ; 2nd and Saloon, 28/- ; 3rd and Saloon, 25/-.
Return, 48/- ; Return, 46/- ; Return, 38/-.
2nd and After Cabin, 28/- ; Return, 38/-. 3rd and After Cabin, 20/- ; Return, 30/-.

93 miles from Weymouth and 30¾ from St. Peter-Port. Jersey, the largest of the Channel Islands, is noteworthy for its balmy climate, rocky coast, and choice nooks of rural beauty. The island from east to west has a length of twelve miles, while from five to six miles is the average distance between its northern cliffs and its southern seaboard. The capital, St. Helier, is built by the sunny shore of St. Aubin's Bay, a charming sweep of red granite coast mantled here and there with masses of greenery enshrouding tasteful villas, and washed by the crested waves of a deep blue sea. The town itself, as viewed from the harbour, presents a mass of grey buildings sloping up towards the tree-crowned hills. Although Jersey is, like Guernsey, the oldest appanage of the British Crown, having formed part of the hereditary possessions of William the Conqueror, it is in a great measure self-existent, and has its own Government. The principal agricultural staple is derived from the cultivation of early potatoes, grapes, and pears. Jersey is also famous for its valuable breed of cattle.

St. Helier possesses many attractions, and its equable atmospheric conditions render it a peculiarly desirable health resort for invalids who need to dwell in a sheltered situation, while obtaining the bracing effects of mild sea air. Extensive markets are in Halkett's Place. The Royal Square was the scene of the Battle of Jersey, fought on the 6th of January, 1781, when Major Peirson fell at the head of his troops while gallantly repulsing a French invasion. Close at hand is the Royal Court, the seat of the island Legislature. Not far distant is the Public Library, which contains some seventeen thousand volumes and a well-appointed reading-room. The Hôtel de Ville is in York Street. In Grove Place is the General Post Office. The Town Church is the principal place of worship. In connection with the educational aspect of St. Helier we should notice Victoria College, which supplies a classical, professional, or commercial education of the highest class, and also offers several valuable exhibitions tenable at the Universities. The Jersey High School for Girls and the Jersey Ladies' College are establishments of a similar character.

ST AUBIN'S BAY JERSEY

From a photograph by Messrs. Poulton & Son, London.)

Although close to St. Helier, Fort Regent, as a Government establishment, is under military control, and can only be visited by special order, to be obtained at the Government offices in Stopford Road. A similar regulation applies to the old Tudor fortress, Elizabeth Castle, which is insulated at high water, but can be approached by a causeway when the tide is down.

The southern coast of Jersey is served by two short lines of railway, having their chief termini at St. Helier, whence they respectively run eastward or westward. The former, known as the "*Jersey Eastern Railway*," although but six miles in length, permits charming glimpses of the verdant pastures, apple orchards, and luxuriant gardens for which the island is so remarkable, and likewise affords a charming series of marine views. The train pauses at the tiny stations of *George Town*, *Samarez*, *Le Hocq*, *Pontac*, *La Rocque*, *Les Marais*, *Grouville*, and *Gorey*, ere reaching its destination at GOREY PIER, a pleasant little seaport and fishing village, forming a most delightful centre for seaside or inland rambles. Its chief attraction is the neighbouring pile of Mont Orgueil Castle, mostly a grey Norman ruin, that from its lofty site on the summit of a steep headland commands grand views across Grouville Bay and the Minquiers towards the coast of Normandy. In the far distance may be traced the spires of Coutances Cathedral. Its more interesting portions are the Roman Well, St. George's Chapel, and the dungeons where was confined William Prynne the Puritan. The western coast is reached by the "*St. Helier's, St. Aubin's, and Corbière Railway*," which, skirting St. Aubin's Bay, runs by *Cheapside*, *First Tower*, *Millbrook*, *Bel Royal*, *Beaumont*, and *La Hoult* to ST. AUBIN'S, a pretty watering-place and residential town, formerly the capital of Jersey. Hence the line, which serves a district here remarkable for its romantic inland scenery, extends through *Greenville*, *Pont Marquet*, *Don Bridge*, and *La Moye*, to CORBIÈRE, in the vicinity of the rugged Corbière Rock, an important lighthouse station.

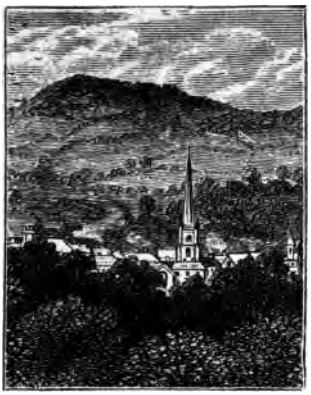
In addition to the railways, numerous well-horsed excursion cars afford frequent drives throughout the island. But while such journeys have many attractions, a preferable mode is to hire private conveyances, by which one can explore many of the more unfrequented roads, and meet with such choice spots as the Water-Works Valley, Bellozanne Valley, and other scenes of rural and seaside beauty. The general contour of Jersey is of an undulating character, but the coast on all sides is noteworthy for its rocky scenery, more especially in the north, with its steep cliffs and charming bays, which, beyond those already named, include St. Catherine's Harbour, and the rocky shore of Fliquet Bay, which lies eastward. On the north coast we may pass from Rozel Bay, with its harmonious contrasts, to the wide Bay of Bouley, and thence can reach the beauties of Bonne

Nuit and the waterfalls of Les Mouriers, also the caverns of Grève-de-Lecq and Plemont Point. A favourite view-point is La Houge Bie.

The principal promenades of St. Helier are La Collette, a pleasant marine resort with good bathing facilities; West Mount, which affords wide sea-views; the shady grounds of Victoria College; and the Albert Pier. The sketch map which illustrates our article may be purchased in an enlarged and more complete form of Messrs. Le Lievre Brothers, of 13, Halkett Place. Every information relating to residences for sale or hire can be obtained of Mr. F. Le Gallais, at the Royal Auction Rooms, 18, Bath Street, St. Helier. The offices of the "*Great Western Railway*" are at 9, Bond Street. Excellent hotels are numerous, the chief being Bree's "Royal," which is situated in David Street, a quiet and yet central position. It contains a handsome dining-saloon, drawing-room, smoking-room, billiard-room, and numerous suites of well-furnished private apartments. It is an excellent centre for island excursions. The "Royal Yacht Club," close to the pier and sea, is another old-established and superior hostelry. Equally noteworthy is the "Grand Hotel," which is situated on the Esplanade. Other leading hotels are the "Marine," the "United Service," "Minors," the "Halkett," and the "British." French hotels are well represented by the "Pomme d'Or" and the "Hôtel de l'Europe." At St. Aubin's is the "Somerville Hotel," which occupies a splendid site overlooking the bay, and owns an excellent reputation. (*Population of Jersey*—54,518.) **Daily Press**—*Evening Post, Jersey Express, Jersey Times.* **Weekly**—*Chronique de Jersey, Nouvelle Chronique de Jersey, Jersey Weekly Express, Jersey Weekly Press.*

THE NEWPORT, CARDIFF, AND SWANSEA EXPRESSES.

IV.—LONDON, PLYMOUTH, WEYMOUTH, SOUTHAMPTON, PORTSMOUTH, AND SALISBURY TO NEWPORT, CARDIFF, SOUTH WALES, AND IRELAND, *via* THE SEVERN TUNNEL.



MONMOUTH.

THE Severn Tunnel, both as a marvel of engineering enterprise and as a triumph of constructional ability, may claim high rank amongst the greater undertakings of the century. Wonderful as it is in itself, even more wonderful has been the sudden and complete revolution of traffic which, by its completion, has been rendered possible. Not only does the huge subway furnish a supplementary route from London and the southern seaports to South Wales and Ireland, but it likewise supplies the means of direct express communication between the West of England and Lancashire, also with Yorkshire, the Lake District, and Scotland. At present two expresses make through journeys from Paddington to Cardiff, all the other principal trains, whether emanating from the east or west, being at Bristol brought into connection with local services to and from South Wales. The original mail route, *via* Gloucester, will, of course, always retain its own scenic attractions; but incalculable benefits are conferred on the commercial classes by an alternative journey that effects a saving of thirteen miles, permits a pause at Bristol, and brings the mercantile capital of the West within one hour and a quarter of Cardiff. One of the most noteworthy running records on the "*Great Western Railway*" is accomplished by the morning express travelling between Newport and Paddington, which runs without a stop and accomplishes its journey of 145½ miles within three hours.

Seeing that both the engineer and contractor of the Severn Tunnel have issued deeply interesting accounts of their varied

experiences during the progress of their responsible and gigantic work, it only remains for us to briefly summarise its inception and progress. The credit of the design, which in its outcome has proved a truly national boon, was due to the engineer, the late Mr. Charles J. Richardson, C.E., whose plans were adopted by the "*Great Western Railway*," and in 1872 received Parliamentary sanction. As consulting engineer the Company secured the services of Sir John Hawkshaw, and the next few years passed in various preliminary operations. In 1879 the contracts were undertaken by the late Mr. Thomas A. Walker, who, after nearly seven years of indomitable perseverance and immense expenditure, successfully surmounted apparently insuperable obstacles. By September, 1885, a special train of saloon carriages conveyed the Chairman and Secretary of the "*Great Western Railway*," together with several visitors and various representative members of the engineering and contracting staff, from end to end of the tunnel. Although the through road had been fairly completed, further troubles arose from the presence of the great spring which had throughout proved the primary cause of the most serious difficulties. Finally, it was decided to exhaust its waters by means of a powerful pumping apparatus, which is capable of raising some 30,000,000 gallons a day. Since the completion of these works the tunnel has remained perfectly dry; a very ingenious ventilating shaft, with a fan of forty feet diameter, ensures an abundant supply of pure air; arrangements have been made for its illumination by electricity; and the signalling arrangements are practically perfect.

The tunnel, which is the longest in the United Kingdom, has a total length of 4 miles 624 yards, of which more than two miles are under the bed of the river. At high-water spring tides the rails through the tunnel are at one point 150 feet below the surface of the stream. The average depth of high water on the Severn is 91 feet, while 55 feet is the low-water mark. From the river-bed to the crown of the tunnel the *minimum* depth of the sandstone strata is 30 feet. The tunnel itself has a width of 26 feet and a height of 20 feet. At the deepest part of the work, technically known as the "shoots," the bricked wall or crown of the arch has a thickness of three feet; but this is gradually reduced to 27 inches. About 700,000 cubic yards of material, mostly rock, were excavated; and some 75,000,000 bricks were absorbed by the brickwork. A sum of £2,000,000 was, from first to last, expended on the works. Nearly fourteen years were occupied in the construction of the subway, through which ran the first goods train on the 1st of September, 1886; the *first* local passenger train on the 1st of December, in the same *year; and the* first passenger express, from Paddington to Cardiff *and South* Wales, on the 1st of July, 1887. At present it forms

the principal link of an immense and still growing traffic, which promises, in the course of its future development, to entirely reform the railway services connected with the western half of Great Britain. In passing, we may note that the originator of the Severn Tunnel, the late Mr. Charles J. Richardson, C.E., contributed a valuable series of papers on the subject to that excellent monthly periodical, the "*Great Western Railway Magazine*."

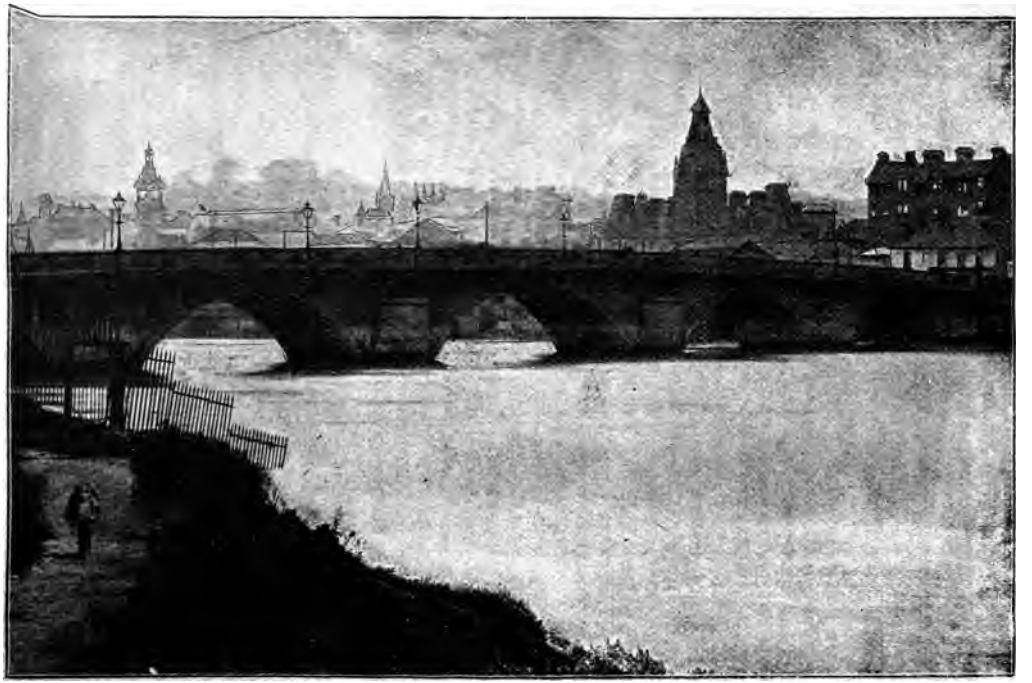
THE through expresses from Paddington to Monmouthshire and South Wales, after leaving BATH, rapidly pass TWERTON, SALTFORD, and KEYNSHAM, running on to the Severn Tunnel branch at STAPLETON ROAD. More frequently passengers from London, also those from Plymouth, Torquay, Exeter, Ilfracombe, Barnstaple, Taunton, and intermediate stations, with others from Portsmouth, Southampton, Bournemouth, Salisbury, and Weymouth, previously travel to BRISTOL (*Temple Meads*), and proceed *via* LAWRENCE HILL to the same point. Hence taking a north-westerly course through ASHLEY HILL, FILTON, and PATCHWAY, we come to PILNING, and then speed onward towards the great subterranean highway, from which we emerge to find ourselves approaching SEVERN TUNNEL JUNCTION, where we join the original main line to South Wales *via* Gloucester. Here passengers can exchange for the trains that reach Chepstow for the Wye Valley District *via* Tintern and Monmouth to Ross; also for those that *via* Pontypool Road communicate with Abergavenny and the stations on the Hereford and Shrewsbury line. Again moving westwards by MAGOR and LLANWERN, we presently approach and cross the Usk, noticing on our left the massive stone bridge which runs parallel with our line, and affords a roadway into

NEWPORT

(*For Brecon, and the Monmouthshire Branches*),

Fares—1st, 2s 8; 2nd, 1s 6; 3rd, 1s 2½. Return—1st, 4s 5; 2nd, 2s 8.

145½ miles from Paddington, 155½ from Plymouth, 79½ from Salisbury, 114 from Weymouth, and 27 from Bristol *via* the Severn Tunnel; also, *via* Hereford, 106 from Birmingham, 104 from Wolverhampton, 150 from Birkenhead, and 156 from Manchester. Newport in its earliest days was probably an outlying station of the Roman "Isca Silurum," now known as Caerleon, which has been interwoven in legendary lore with the doughty deeds of King Arthur and his knights of the Round Table. During the twelfth century here arose a stately Norman castle, and the little town was subsequently environed by walls. In 1624 it received a charter from James I., and pursued a comparatively uneventful course until 1839, when it obtained a short-lived notoriety for its



NEWPORT, FROM THE USK.
(From a photograph by Hudson.)

share in connection with the memorable Chartist Riots. About fifty years ago, when the mineral interests of Monmouthshire and South Wales demanded increased shipping accommodation, the right bank of the Usk, so celebrated for its deep water and accessibility at all states of the tide, was selected as the site for the construction of docks, which were opened in 1842. From this time Newport may claim an uninterrupted career of prosperity, until its imports of iron ore now exceed those of any other port in the United Kingdom; while during a recent year it dealt with no less than 3,785,000 tons of coal, and shipped vast consignments of manufactured iron. The riverside wharves, which are furnished with every convenience for the rapid coaling of large steamers, now extend for nearly three miles. In 1875 the opening of the Alexandra Dock provided an additional thirty acres of water area, and further extensions are in progress. A spacious timber dock also supplies accommodation for the vast stores that arrive from the Baltic ports and North America. Here, too, are graving docks, a gridiron, and a slipway. Shipbuilding yards, engineering and machinery works, iron and steel foundries, nail works, potteries, chemical works, tanneries, breweries, and flour-mills, also furnish employment for large numbers of hands. The surrounding district is of an agricultural character.

Probably the most comprehensive view of Newport and the beautiful Usk Valley may be obtained from the heights of Stow Hill, where stands the ancient parish church dedicated to St. Woollos. The town, now covering a wide area on the western bank of the river, owns some fine public buildings, of which the more noteworthy are the Town Hall, the Free Library, the Royal Albert Hall, the Victoria Hall, the Market House, and the Corn Exchange. In High Street is the General Post Office. Extensive corn and cattle markets are held on Wednesday, and Thursday is an early-closing day.

As a railway centre Newport is most favourably situated, being on the main express lines between London, South Wales, Ireland, the West of England, the Midland Counties, and the North. It is also a point of exchange for three important subsidiary services —namely, the "*Brecon and Merthyr Railway*," and the two series of branches that run through the Monmouthshire coalfields, respectively known as the Eastern Valleys and the Western Valleys. The former line, which is in connection with certain through expresses, proceeds by way of *Rhiwderin*, *Church Road*, *Machen*, *Bedwas*, and *Maesycwmmer* to *Pengam*, and thence by *New Tredegar and Whiterose* to RHYMNEY. From *Pengam* another route extends through *Bargoed Junction*, *Darran*, and *Fochriw* to *Dowlais Top*, whence a spur leads through DOWLAIS to MERTHYR, while the

main line, by way of *Pant Junction, Pontsticill Junction, Dolygaer, Talybont*, and *Talyllyn Junction*, reaches BRECON.

The Eastern Valleys branch, which is also in connection with main-line trains, serves the stations of CAERLEON, PONTHIR, LLANTARNAM, CWMBRAN, UPPER PONTNEWYDD, PONTRHYDYRUN, PANTEG, PONTYPOOL (*Crane Street*), PONTNEWYNYDD, ABERSYCHAN (*Low Level*), and CWMAVON *en route* to BLAENAVON. The Western Valleys line has similar connections, and affords access to BASSALEG, TYDU, RISCA, CROSS KEYS, ABERCARN, NEWBRIDGE, CRUMLIN (*Low Level*), and ABERBEEG. At this point its bifurcation permits communication with CWM, VICTORIA, and EBBW VALE on the left; while the extension that turns to the right passes ABERTILLERY and BLAINA on its route to NANTYGLO for *Brynmawr*.

Newport station is supplied with a letter-box, telegraph office, bookstall, and refreshment-room on the down platform; but the chief refreshment- and dining-rooms are on the up side. By the same platform is the bay for the "*Brecon and Merthyr Railway*," also for the "Western Valleys" trains. The "Eastern Valleys" services start from the up side. The "Westgate" is a centrally-situated modern hotel. Its handsomely-furnished public rooms and comfortable private apartments *en suite*, well stored with books, music, pictures, and old china, render this high-class hostelry a charming headquarters for families who may be touring through picturesque Monmouthshire. The hotel still retains in its portico some of the old columns of the former building, which bear traces of the bullets fired during the Chartist rising of 1839. The "King's Head" and the "Queen's" are also amongst the leading hotels. (*Population*—54,695.) Daily Press—*South Wales Daily Argus, South Wales Daily Star*. Weekly—*South Wales Argus, South Wales Star*.

Resuming our westward journey from Newport, we very soon pass MARSHFIELD, and within twenty minutes reach

CARDIFF

(*For Penarth and Barry*),

Fares—1st, 20/9; 2nd, 16/9; 3rd, 13/4½. Return—1st, 45/6; 2nd, 29/4.

157½ miles from Paddington, 167½ from Plymouth, 126 from Weymouth, and 39 from Bristol *via* the Severn Tunnel; also, *via* Hereford, 118 from Birmingham, 116 from Wolverhampton, 162 from Birkenhead, 168 from Manchester, and 386 from Glasgow. The prosperous seaport of Cardiff, the chief town of Glamorganshire, and the largest coal-shipping centre in the world, is situated *on the banks of* the Taff, little more than a mile from its confluence

PICTURESQUE SOUTH WALES.

CARDIFF.

THE BEST HOTEL FOR FAMILIES AND GENTLEMEN
IS THE

ANGEL HOTEL

THE ANGEL HOTEL, CARDIFF.

WHICH IS MOST BEAUTIFULLY SITUATED OPPOSITE TO CARDIFF CASTLE (THE RESIDENCE OF THE MARQUIS OF BUTE), OVERLOOKING THE PARK AND GARDENS.

THIS Hotel has been fitted up and furnished with all that experience can devise to ensure the comfort of visitors. It is within a few minutes' walk of the Railway Stations, and Tram Cars pass every ten minutes for all parts of the Town.

ESPLANADE HOTEL, PENARTH

(4 miles from Cardiff by Railway or Omnibus),

CHARMINGLY SITUATED ON THE SHORE AND OVERLOOKING THE BRISTOL CHANNEL.

TERMS BY THE DAY OR THE WEEK.

J. L. KERPEN, Manager.

CARDIFF.

THE

AVONDALE HOTEL,

THE AVONDALE HOTEL, CARDIFF.
(From a photograph by Mr. Alfred Freke, Cardiff.)

NEAR THE BUTE DOCKS, CARDIFF

SMALL, BUT COMFORTABLE.

Also the

EXCHANGE RESTAURANT,

BUTE DOCKS,

AND THE

PHILHARMONIC RESTAURANT,

In the centre of Cardiff, close to the Great Western Railway Station.

CULLEY'S HOTEL,

CULLEY'S HOTEL, BARRY DOCK.
(From a photograph by Mr. Alfred Freke, Cardiff.)

OPPOSITE STATION

BARRY DOCK,

CLOSE TO THE DOCKS

PORTER ATTENDS EACH TIDE, DAY AND NIGHT.

R. P. CULLEY & CO.,

Proprietors.

with the wide waters of the Bristol Channel. Its natural position on the southern borders of the vast South Wales coal-field, and its magnificent dock system, together with excellent railway facilities, have during the last half-century caused its increasing recognition as one of the principal ports in the United Kingdom. The bygone history of Cardiff is associated with its ancient Norman castle, which, raised on the foundations of an earlier fortress, was completed early in the eleventh century, and became one of the principal strongholds in southern Wales. It was the scene of frequent conflicts between the English and Welsh, and will doubtless be remembered for the twenty-six years' captivity of Robert, Duke of Normandy, the eldest son of William the Conqueror. The Black Tower—in which the unfortunate prince is reputed to have been confined—and the ancient keep are the only noteworthy remains of the original building. Much of this imposing baronial pile has been recently rebuilt and generally restored, one of its most striking features being the lofty clock-tower, commanding wide and varied views. It is now one of the seats belonging to the Marquis of Bute. Certain state apartments, which are most elaborately decorated, can be viewed by special orders, usually to be obtained at the Bute Estate Office in Castle Street.

The immense maritime interests of Cardiff owe their initiation to the wise foresight of the late Marquis of Bute, who as early as 1830 undertook the promotion of dock accommodation, and a similar policy was for many years pursued by the Bute Trustees. The successor to the marquisate has equally identified himself with the growing prosperity of the town and its adjacent mining district; indeed their aggregated expenditure on the dock property alone has amounted to some £3,000,000. The West Bute Docks, opened in 1839, were in 1859 supplemented by the East Bute Docks, and additional accommodation was again provided in 1874 by the construction of the Roath Basin, while still increased facilities for shipping were afforded by the completion of the Roath Dock in 1887. Their united water area is not less than 112 acres, surrounded by a long mileage of wharves and railway sidings, also by warehouses, with every provision for the conduct of an enormous traffic. Here, too, are graving docks, extensive floating docks, slipways, gridirons, and a large timber float. The quayage, extending for some six miles, is supplied with immense steam cranes and hydraulic machinery, for the rapid loading and discharging of cargoes. Special arrangements are made for dealing with the vast tonnage of Welsh steam coal for which the port is so widely celebrated, and great steam colliers of two thousand tons' capacity can be frequently coaled within a few hours. During a recent year the

CARDIFF CASTLE.
(From a photograph by Mr. Alfred Fryer, Cardiff.)

coal exports amounted to 7,132,133 tons. The principal exports beyond coal are those of patent fuel, iron rails, and agricultural produce; while the annual imports, considerably exceeding a total of one million tons, comprise vast consignments of iron ore, timber and deals, esparto grass, hay, stone, pit-wood, potatoes, and grain: also large numbers of foreign cattle. In addition to the staple of shipping and its kindred industries, the manufacturing interests of Cardiff have during recent years exhibited considerable vitality. Amongst the larger undertakings we may notice the extensive works of the Tharsis Copper Company, the Dowlais Iron Company, and the Rhymney Iron Company; also several well-known firms in the timber and flour trades.

Cardiff is a large, well-built, modern town, containing nearly 130,000 inhabitants, and covering a considerable area, mostly on the eastern bank of the Taff. Its principal business thoroughfares—St. Mary's Street, High Street, Castle Street, and Queen Street—are within easy reach of the "*Great Western*" station. Although its only relics of antiquity are the stately pile of Cardiff Castle, and the handsome parish church of St. John's, with its remarkably imposing Perpendicular tower, many of the modern buildings, especially those belonging to the Church of England and the various Nonconformist denominations, possess considerable architectural merit. In St. Mary's Street is the Town Hall, which not only supplies a spacious Corn Exchange and Assembly Room, but provides ample accommodation for the various law courts connected with the local jurisdiction. The Free Library, Museum, and Art Gallery, a handsome structure situated in Trinity Street, contains reading-rooms, reference and lending libraries, rooms devoted to the Science and Art School, interesting collections in antiquities and natural history, and several valuable pictures, mostly presented by the late Mr. William Menelaus, of Dowlais; Sir Edward J. Reed, M.P.; Mr. Vicat Cole, R.A.; and Mr. B. S. Marks. The Menelaus Collection is valued at some £12,000.

The Glamorganshire capital is also an important educational centre, and the seat of the University College of South Wales and Monmouthshire. Cardiff College is a high-class proprietary school for boys. Amongst the finest buildings of the town is that recently erected for the Glamorganshire and Monmouthshire Infirmary. The Theatre Royal is a convenient building in Wood Street. In St. Mary's Street are the Market House, the Custom House, and the General Post Office. A market is held on Saturday, and Wednesday is an early-closing day. In passing, we may remark that the Sophia Gardens are charmingly laid out as a place of public promenade; and the Cardiff Arms Park is a well-kept space, provided for outdoor recreations. At Llandaff are the

City Nurseries of Mr. William Treseder, who is famous for his growth of prize dahlias and chrysanthemums.

Although Cardiff is generally considered to be but a large centre of commerce, it has likewise, within short drives or railway excursions, many attractions for the lovers of antiquities, the country, and the seaside. Llandaff Cathedral, little more than two miles from Cardiff—between which and the tiny city run numerous omnibuses — is most picturesquely situated near the western bank of the Taff. The original edifice, raised in the twelfth century, subsequently received numerous additions, until, as a whole, it possessed considerable architectural beauty. About three hundred years ago the building gradually fell into grievous disrepair; but from 1836 to 1869 was the subject of careful and costly restorations, and is now a beautiful example of the various Gothic periods, its most striking external feature being the unique west front. Another highly interesting excursion may be taken to Caerphilly Castle, a widely scattered group of massive ruins, amidst

PENARTH.

LLANDAFF CATHEDRAL.
(From a photograph by Mr. Alfred Freke, Cardiff.)

which is the famous leaning tower. This vast stronghold of the Despencers, dating from the thirteenth and fourteenth centuries, in the time of its prosperity covered some thirty acres. Of the romantic scenery that characterises the Taff and Rhondda valleys much might be said did space permit, but we may especially commend the richly-wooded surroundings of the Norman Castell Coch, or the "Red Castle." Finally, if we are seeking charming marine views and bracing sea-breezes, they may be obtained in their perfection on the headlands of PENARTH, a pleasant and healthful little watering-place but four miles from Cardiff, and abounding with superior residences. Hotel—The "Esplanade." In connection with residential questions we may note that Messrs. W. and S. Hern, of St. Mary's Street, Cardiff, issue a monthly list of properties to let in the neighbourhood of Cardiff and Penarth.

Cardiff, by means of the "*Great Western Railway*," is now brought into direct and frequent express communication with London, Bristol, Plymouth, Weymouth, Southampton, Portsmouth, and all parts of the United Kingdom. Well-appointed fast trains run to and from Birmingham, Wolverhampton, Worcester, and

the Midland districts; while westward the main line extends towards the rising little watering-place of Porthcawl, also to Neath, Swansea, Llanelly, Carmarthen, Tenby, Cardigan, Haverfordwest, and New Milford for Waterford and Cork, the principal ports of South Ireland. These ancient cities are also in direct connection with the Irish railway system to Kilkenny, Dublin, Limerick, Tralee, Lismore, Mallow, Killarney, and Glengariff. In connection with the new "West to North Expresses," excellent through communication is supplied to Lancashire, Yorkshire, the North-Eastern Counties, the Lake District, Edinburgh, and Glasgow.

Locally, the "*Great Western*" at Cardiff has frequent trains for the picturesque Wye Valley District, and is also brought into communication with *Pontypridd, Porth, Ferndale, Treherbert,* ABERDARE, and MERTHYR; also, *via Grangetown,* with the "*Barry Railway*" for *Cogan, Dinas Powis, Cadoxton, Barry Dock,* and BARRY; likewise with *Penarth Dock, Penarth, Lavernock, Sully,* and CADOXTON. Other trains, starting from the "*Rhymney*" station in Crockherbtown, run *via Llanishen, Caerphilly, Llanbradach,* and *Ystrad Mynach,* to LLANCAIACH, whence joint metals extend through QUAKER'S YARD, ABERFAN, and ABERCANAID, to MERTHYR; and through BEDLINOG and CWM BARGOED to DOWLAIS (*Cae Harris*). The "*Great Western*" station at Cardiff is supplied with a letter-box, a telegraph office, a bookstall, and a refreshment-room on the up platform. Luncheon baskets are provided. The leading hotels are the "Royal," the "Angel," the "Park," the "Queen's," and "Barry's." "Raper's" is a temperance hotel. (*Population*—128,849.) Daily Press—*Evening Express, South Wales Daily News, South Wales Echo, Western Mail* Weekly—*Cardiff Times, Weekly Mail.*

PANORAMIC MAP

OF THE

GREAT WESTERN RAILWAY.

Section III.

Cheltenham,

"THE GARDEN TOWN OF ENGLAND."

FREQUENT FAST TRAINS TO CHELTENHAM FROM ALL PARTS OF THE COUNTRY.

SITUATION AND APPEARANCE. Cheltenham is charmingly situated in the Vale of the Severn. Unique in its verdant beauty—its main thoroughfares being planted with trees—it has gained the distinctive title of "The Garden Town of England," while its contiguity to the broad and elevated plateau of the Cotswolds makes the surrounding scenery diversified and picturesque.

AS A HEALTH RESORT. As a Health Resort the town stands in the front rank. Dr. Robson Roose, in a recent report upon it, writes:—"Cheltenham has other attractions besides its baths; its climate is mild and equable; it is cooler in summer and warmer in winter than many other places in the neighbourhood; the amount of sickness and the death-rate are decidedly low; and the surrounding country is pleasant and pretty." Dr. Garrod writes:—"The town presents attractions which can vie with those of any similar resort in the country." The celebrated mineral waters resemble closely those of Carlsbad and Marienbad. There are three kinds—soda-saline, magnesio-saline, and chalybeate. The saline are invaluable for the relief of liver congestions, chronic gastric catarrh, abdominal congestion and plethora, and in gouty cutaneous affections. The chalybeate is for anæmia and atonic dyspepsia.

AN EDUCATIONAL CENTRE. The educational advantages of the town are great. Cheltenham College has a world-wide reputation. The President is Lord James of Hereford, an old Cheltonian; and the Principal is the Rev. R. S. de Courcy Laffan, M.A. The Ladies' College, presided over by Miss Beale, is acknowledged to occupy the foremost place among similar institutions in the country. There are two other large Schools—the Dean Close School and the ancient Pater's Grammar School, now abreast of modern requirements. There is also a fine Public Library with Schools of Art and Science.

AS A RESIDENTIAL TOWN. Rents and rates are low. The water-supply is ample and of the highest quality. Pittville Park and Montpellier Gardens, large ornamental estates, are the property of the Corporation; and the town has also rights over the adjacent Cleeve Hill Common, a breezy down of 1,200 acres, 1,000 feet above sea level, with excellent Golf Links upon it. Cricket, Badminton, Tennis, Racquets, Boating, can be enjoyed; while good level roads in the vale are attractive to cyclists. In the winter is a constant succession of high-class concerts, entertainments, balls, &c. &c. The new Theatre is acknowledged to be one of the best in the Provinces.

AS A HUNTING CENTRE. Cheltenham is the headquarters of the Cotswold Hunt; packs of Harriers meet in the vicinity, and seven Hunts are within easy reach. The Cotswold country now includes a large vale district.

HOW TO REACH CHELTENHAM. Cheltenham is about 3 hours' journey from London by "*Great Western Railway*" *via* Oxford or Swindon. It is midway between Bristol and Birmingham on the "*Midland*," and the only stopping-place for all fast trains between those two points. It is also reached by the "*Midland and South Western Junction Railway*" direct from Southampton in 3 hours.

For further information and illustrations, refer to pages 218—222; or apply, Information Department, Municipal Offices, Cheltenham.

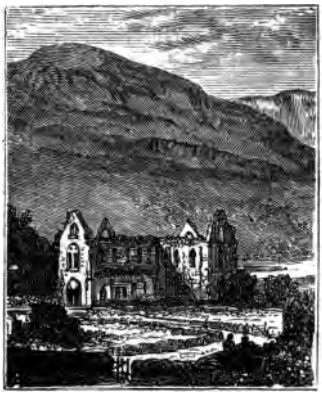
For Cheltenham, see page 218.

THE SOUTH WALES AND SOUTH IRELAND SERVICES.

V.—LONDON, BIRMINGHAM, LIVERPOOL, AND MANCHESTER TO GLOUCESTER, CHELTENHAM, THE WYE VALLEY, HEREFORD, SOUTH WALES, AND THE SOUTH OF IRELAND.

THE GLOUCESTER, CHELTENHAM, AND HEREFORD EXPRESSES.

A.—Paddington to Swindon Junction; Cirencester; Tetbury; Stroud, Gloucester, and Cheltenham; Ross for Monmouth, Raglan, and the Wye Valley; Hereford; Leominster for Kington, Eardisley, Presteign, and New Radnor; Ludlow; and Shrewsbury.



RUINS OF TINTERN ABBEY.

PROBABLY one of the richest as well as one of the most important offshoots from the trunk route to the West of England is the original main line to South Wales *via* Gloucester. Stretching westward for more than two hundred miles from Swindon Junction, it affords access to picturesque river-scenery, fertile agricultural land, and productive mineral districts. It is also the direct route from Lancashire and the Midland Counties *via* New Milford to Waterford or Cork for the South of Ireland.

The immense aggregate of traffic which annually enters this large territory is distributed throughout the English, the Welsh, and the Irish districts that respectively form the subject of our present and two succeeding sub-sections. The first has relation to the prosperous agricultural centres of Gloucestershire, Monmouthshire, Herefordshire, and southern Shropshire; the second deals with the great coalfields and seaports of Glamorganshire, and its adjacent agricultural counties; while the third carries us to the ever-attractive Emerald Isle, and suggests a matchless series of Irish tours.

The portion of line which first claims our attention trends in

a north-westerly direction towards Kemble Junction for the branch to Cirencester, which has become celebrated for its Royal Agricultural College. In the opposite direction extends the branch to Tetbury. Passing through the prosperous cloth-manufacturing district of the Stroud Valley, the traveller presently reaches the cathedral city of Gloucester, where occurs the first division of traffic. For the present, leaving that portion of the express which diverges to South Wales, we will notice the important branch line to fashionable Cheltenham, at once the centre of high-class education, the home of health-seekers, and the haunt of hunting-men. Another noteworthy branch is that which, *via* Newent and Ledbury, affords communication with Malvern. If we still take a north-westerly course to Herefordshire, the first important stop will be at Ross, which is the favourite headquarters with oarsmen and others intent on the Wye Tour. Hence may be visited such scenes of matchless beauty as are to be found on this queen of rivers during her picturesquely winding course towards the Severn, by Goodrich Castle, Symonds Yat, Monmouth, the Wyndcliff, and Tintern. Again onward, the express presently reaches the pleasant city of Hereford, the attractive and substantial capital of a county rich in every rural and riverside beauty. From this point northward extends the Shrewsbury and Hereford joint line of the "*Great Western*" and the "*London and North Western*" railways, which affords communication with Leominster, whence is an eastern branch to Steens Bridge; also a group of western branches that respectively serve Kington and New Radnor, Presteign, and Eardisley. From Wooferton Junction is a road that *via* Tenbury effects a connection with Worcester, and likewise *via* Kidderminster communicates with Wolverhampton and Birmingham. Still farther to the north are Ludlow, ever famous for the ruins of its baronial castle, and Craven Arms, an important junction for passengers from Herefordshire to Much Wenlock, Buildwas, Coalbrookdale, and Wellington for Manchester *via* Market Drayton. Here, too, diverges the little railway to Bishop's Castle. The joint main line, after passing the rising watering-place of Church Stretton, terminates at Shrewsbury, where it joins the express route from London and Birmingham to Chester and Birkenhead; likewise the direct route of the "West to North Expresses."

THE Gloucester, Hereford, and South Wales main line branches off to the right immediately to the west of Swindon Junction. Passing PURTON, we get a glimpse, on the right, of Morden, and soon see Purton church, on a hill to the left. At MINETY the church is visible, and a couple of miles beyond are Oakley Park and village. *Almost opposite*, on the right, we see Somerford Keynes, ere we *proceed to* KEMBLE JUNCTION, where passengers exchange for

CIRENCESTER,

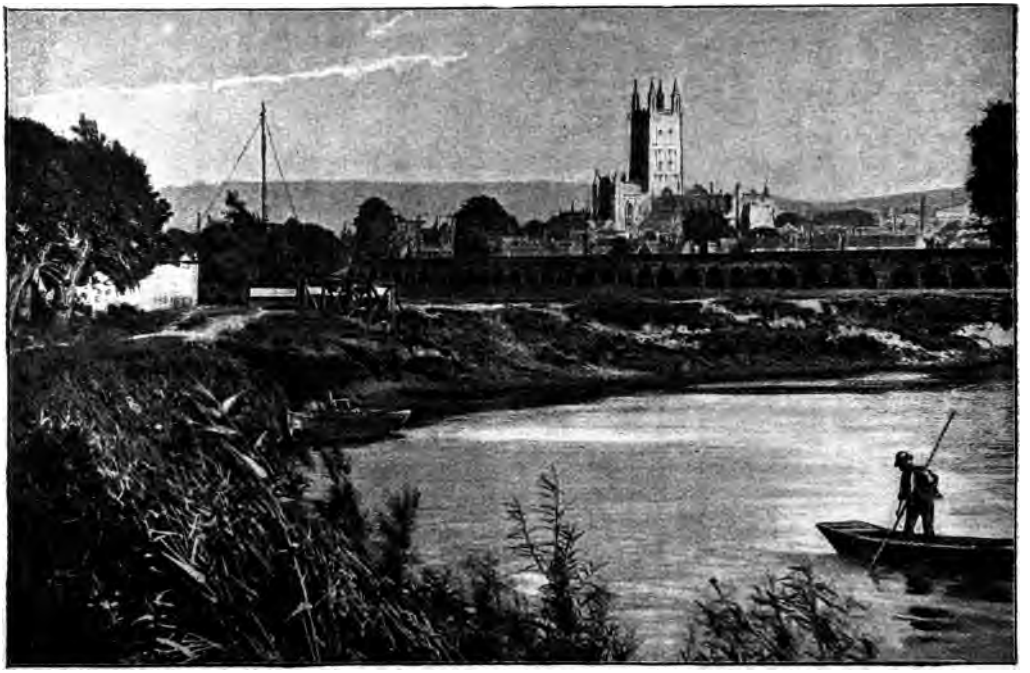
Fares—1st, 15/4; 2nd, 9/6; Parl., 7/8. Return—1st, 26/10; 2nd, 16/10.

95 miles from Paddington. Cirencester is a market town of great antiquity, in the centre of an extensive agricultural district. Here is the Royal Agricultural College, which was founded by Royal Charter. It owns a handsome pile of buildings, in the Tudor style, with a frontage of 190 feet, attached to which is a mixed farm of 500 acres. Quoting from its prospectus, we find that, "by means of its farm, live stock, dairy, veterinary hospital, museum, botanic garden, laboratories, and workshops," it supplies a complete course of instruction "upon the practice and principles of agriculture, dairy farming, estate management, and forestry."

ROYAL AGRICULTURAL COLLEGE, CIRENCESTER. (*From a photograph by Messrs. Taunt & Co., Oxford.*)

Adjoining the College grounds, on the western side of the town, is Apsley House, the seat of Earl Bathurst. The park is remarkable for its fine main avenue, which extends for five miles. The parish church, a noble specimen of the various Gothic periods, contains interesting monuments. The General Post Office is in Castle Street. A market is held on Monday, and Thursday is an early-closing day. Hotels—"Fleece," "King's Head," and the "Crown." (*Population*—7,441.) Press—*Wilts and Gloucester Standard.*

Returning to KEMBLE JUNCTION, we may by a short westerly branch proceed by CULKERTON to TETBURY, an ancient market-town amidst an agricultural district. Resuming our main-line journey, we soon pass into the county of Gloucester, and perceive on the right the confines of Oakley Park, which surrounds the seat of Earl Bathurst. Crossing the Thames and Severn Canal, the church of Tetbury, with its high tower, is easily distinguished on the left. After speeding through Sapperton Tunnel we see on the right the picturesque village of Chalford, then pass BRIMSCOMBE, and discern in the distance Lypiatt Park—where, tradition says, the Gunpowder Plot was concocted—before reaching



GLOUCESTER CATHEDRAL, FROM THE SEVERN.
(From a photograph by Mr. H. W. Watson, Gloucester.)

STROUD,

Fares—1st, 17/-; 2nd, 10/8; Parl., 8/6. Return—1st, 29/9; 2nd, 18/8.

102 miles from Paddington. This straggling town, built on the side of a long hill, is very picturesquely situated. It is the principal seat of the West of England cloth trade, many large mills and dye-works being visible on both sides of the railway. Here, too, are the extensive buildings of the Stroud Brewery Company, Limited. In Russell Street is the General Post Office. A market is held on Friday. Hotels—"Imperial" and "Royal George." (*Population*—9,818.) Press—*Stroud Journal, Stroud News, Stroud Weekly Press.*

On leaving Stroud we see the village of Rodborough, and, on the hillside to the right of old Rodborough fort, Amberley, formerly the seat of Earl Russell. We now approach STONEHOUSE, soon perceive the Welsh hills across the charming valley of the Severn, and, just before reaching HARESFIELD, notice the Ring Hill, an old British camp, close to the line on the right. Then passing Haresfield and other villages, we arrive at

GLOUCESTER

(*For Cheltenham, Newent, Malvern, Ross, Hereford, and South Wales*),

Fares—1st, 19/-; 2nd, 12/-; Parl., 9/6. Return—1st, 33/3; 2nd, 21/-.

114 miles from Paddington, 56 from Cardiff, 30 from Hereford, and 138 from Birkenhead. The ancient city of Gloucester, which still owns a few fragmentary remains of its Roman walls, was a place of considerable importance during the times of the Mercian kings. One of these rulers, Wolphere, founded a monastery that early in the eleventh century came into the possession of the Benedictines, and was held by them until the Reformation. When the Norman Conqueror was firmly seated on the English throne, Gloucester became one of his favourite residences, and especially during the festive season of Christmas-tide. Not only was the city similarly favoured by succeeding monarchs, but it was also chosen as the seat of several Parliaments. At the outbreak of the great Civil War in 1643, the citizens espoused the Parliamentarian cause, successfully withstood a month's siege from the Royalist army, thirty thousand strong, and henceforth Gloucester became known as "the unconquered city." Many have been the great and good men numbered amongst its citizens; but perhaps none have achieved a more lasting fame than the brave Reformer, Bishop John Hooper, who suffered martyrdom opposite his own cathedral on the 9th of February, 1555; George Whitfield, the eloquent evangelist of the eighteenth century, who was born at the "Bell Hotel" in 1714; and Robert Raikes, the

printer, who, aided by the Rev. Thomas Stock, became known as the founder of Sunday schools.

Gloucester, owing to its situation at the confluence of the navigable Severn with the wide and deep water-way of the Sharpness Ship Canal, possesses exceptionally advantageous facilities as a mercantile port in direct communication with the Midland Counties on the one hand, and with the Bristol Channel on the other. Its ample dock accommodation, wharves, and warehouses are by means of the "*Great Western Railway*" brought into direct communication with all parts of the kingdom. Both the exports and imports are of a generally diversified character; but the former are principally noteworthy for their large tonnage of salt, coal, and manufactured iron, while the latter comprise immense quantities of timber and grain. In passing, we may remark that the magnificent stretch of canal, having an average depth of fifteen feet, and extending without a lock from Gloucester to Sharpness, a distance of sixteen and a half miles, affords an unequalled expanse for boating.

Closely connected with the shipping interests are certain extensive manufactories which have their headquarters in the Gloucestershire capital. The Gloucester Railway Carriage and Waggon Company, Limited, is especially noteworthy for the magnitude of its operations in the construction of foreign railway stock and joinery. Some twenty acres are covered by its yards and buildings, which in their various departments provide employment for nearly 1,200 hands. The Atlas Iron Works of Messrs. Fielding and Platt, and the Barton Foundry of Messrs. Kell, Meats and Co., are amongst many busy centres of the engineering industry. Another flourishing commercial interest is the timber trade, and the steam joinery works with which it is so naturally associated. Of these, the more noteworthy are the art furniture workshops of Messrs. Matthews and Co., comprising vast stores of ornamental woods, various unique and patented designs in artistic furniture, and a marvellous array of ingenious machinery. The slate and marble yards, printing works, oil-cake mills, flour mills, breweries, and mineral-water factories of Gloucester are also of considerable extent. Neither should we overlook the important position of the city as the chief centre of a large agricultural interest.

Chief amongst the architectural attractions of Gloucester is the magnificent Cathedral dedicated to St. Peter, which is remarkable for its examples of the various Gothic periods that prevailed from the Conquest to the Reformation. For some five hundred years it formed the church of the Benedictine monastery which was established in 1022 by Bishop Wulstan, and from 1381 was governed *by a mi*tred abbot. Here was buried Robert, Duke of Normandy, *the unfortunate* son of William the Conqueror. It derived far

greater fame during the fourteenth century from the numerous pilgrimages then made to the shrine of Edward II., who, on the 20th of September, 1327, was foully murdered in the neighbouring castle of Berkeley. His remains were, through the influence of Abbot Thokey, brought to Gloucester for interment, and deposited beneath the finely-canopied Decorated altar-tomb that is still one of the

THE CLOISTERS, GLOUCESTER CATHEDRAL.

principal sights for visitors. The Cathedral is especially remarkable for the massive Norman masonry to be found in the nave, the aisles of the choir, the crypt, and other portions of the original building, also for various remains of the Early English and the Decorated eras. But the really exquisite series of Perpendicular work is that which has the greater claim on our attention, embracing as it does the earliest introductions of this peculiarly English style. These include the noble choir, with its resplendent east window, elaborately

carved stalls, and highly-enriched vaulting; the beautiful Lady Chapel; and the imposing embattled tower, characterised by its tiers of graceful sculpture and the fair open tracery of its pinnacle work. The cloisters, which form a spacious quadrangle, each walk having a length of 145 feet, are of considerable interest for the splendour of their fan-tracery vaulting. In the south ambulatory twenty curiously-recessed niches, known as the "Carols," were formerly used by the monks for the purposes of illuminating, writing, and study. In the north walk is the lavatory, and on the east side is the entrance to the old Norman chapter-house. Surrounding the Cathedral are various remains of the monastic buildings, some of the gateways being in excellent preservation. While on this subject we may remark that within two miles are the interesting ruins of Llanthony Priory, a foundation of the Augustinians; and in other parts of the city are relics of the Dominicans, and also of the Grey Friars. In Northgate Street is the "New Inn," a quaint mediæval hostelry built for the entertainment of pilgrims.

The principal buildings of the city are mostly within easy reach of the Cross, whence diverge the four chief streets, respectively known as Northgate, Southgate, Eastgate, and Westgate, which doubtless follow the course of the old Roman thoroughfares. The Shire Hall, the centre of the county jurisdiction, is a substantial classical structure designed by Sir Robert Smirke. It is situated in Westgate Street, not far from the Old Tolsey, which stands at the Cross, and provides accommodation for the General Post Office. The new Town Hall is in Northgate Street. In Brunswick Road are the County Museum and the Schools of Science and Art, also the Robert Raikes Memorial Sunday Schools. The Gloucester Club, the Gloucester Conservative Club, and the Gloucester Liberal Club, alike provide excellent accommodation. Early in the

THE PORCH, GLOUCESTER CATHEDRAL.
From a photograph by Poulton & Son, London.)

present century the discovery of medicinal springs in the vicinity of the city led to the erection of the Pump-room, where can be obtained saline chalybeate waters that possess valuable curative properties. The Cattle Market, where fat stock sales take place on Mondays, is near the Railway Station, and the Corn Exchange is centrally situated in Southgate Street. The corn market is held on Saturday, and Thursday is an early-closing day. Important horse and stock fairs occur in April, July, and November, and the celebrated Barton Fair is by statute fixed for the 28th of September.

Amongst the numerous places of worship belonging to the Church of England the most interesting in point of antiquity are those of St. Mary-de-Lode, St. Nicholas, and St. Mary-de-Crypt. The latter edifice, situated in Southgate Street, will be remembered as the church in which George Whitfield preached his first sermon. The Nonconformists likewise own several buildings, including the Whitfield Memorial Church, occupying a site opposite to the Park, a pleasant recreation ground; while another Gloucestershire worthy is commemorated by the Tyndale Memorial Church. As an educational centre Gloucester is chiefly remarkable for the Gloucester Theological College; also for the Cathedral or King's School established by Henry VIII., and the Crypt Grammar School, a valuable sixteenth-century foundation bestowed upon the city through the munificence of Alderman John Cook.

By means of the "*Great Western Railway*" Gloucester is brought into direct communication with all parts of the United Kingdom, and being one of the principal stations on the direct route of the Irish Express from Paddington to New Milford, it enjoys exceptionally advantageous means for reaching the South of Ireland. It is also, *via* Hereford, connected with the "West to North Expresses" for Birkenhead, Liverpool, Manchester, the Lake District, and Scotland; and *via* Swindon Junction is in touch with the "Channel Islands Expresses." The chief local services are to Cheltenham; Ledbury, Malvern, and Worcester; Ross, for Monmouth and the Wye Valley; Hereford, for stations on the line *via* Leominster and Ludlow to Shrewsbury; and *via* Chepstow to Tintern, Newport, Cardiff, Swansea, and throughout South Wales. In Station Road, and within a short distance of the station, are the head offices of the Company's agents, Messrs. R. T. Smith and Co., who conduct an immense business as general carriers and furniture removers throughout the district. Their provincial sub-offices will be found at Worcester, Evesham, Malvern, Bridgnorth, Ross, Monmouth, Hereford, Abergavenny, Pontypool, Stroud, Cirencester, Swindon Junction, and Birmingham. At Gloucester Station are a letter-box, telegraph office, bookstall, and refreshment-rooms on the down platform. On the up side are

a letter-box, a bookstall and a refreshment-room. All through trains pause here from five to ten minutes. The leading hotels are the "Bell," an old-established county hostelry, situated in Southgate Street; the "Wellington," another superior hotel which is conveniently situated close to the "*Great Western*" station; and the "Spread Eagle." The "New Inn" and the "Ram" are family and commercial hotels; while "Fowler's" comfortable temperance hotel for families and gentlemen is situated near to the railway stations, also within easy reach of the city and cathedral. Fisher's excellent City Restaurant is to be found in Westgate Street. (*Population*—39,444.) Daily Press —*Citizen*. Weekly—*Gloucestershire Chronicle, Gloucestershire Journal, Gloucestershire Standard.*

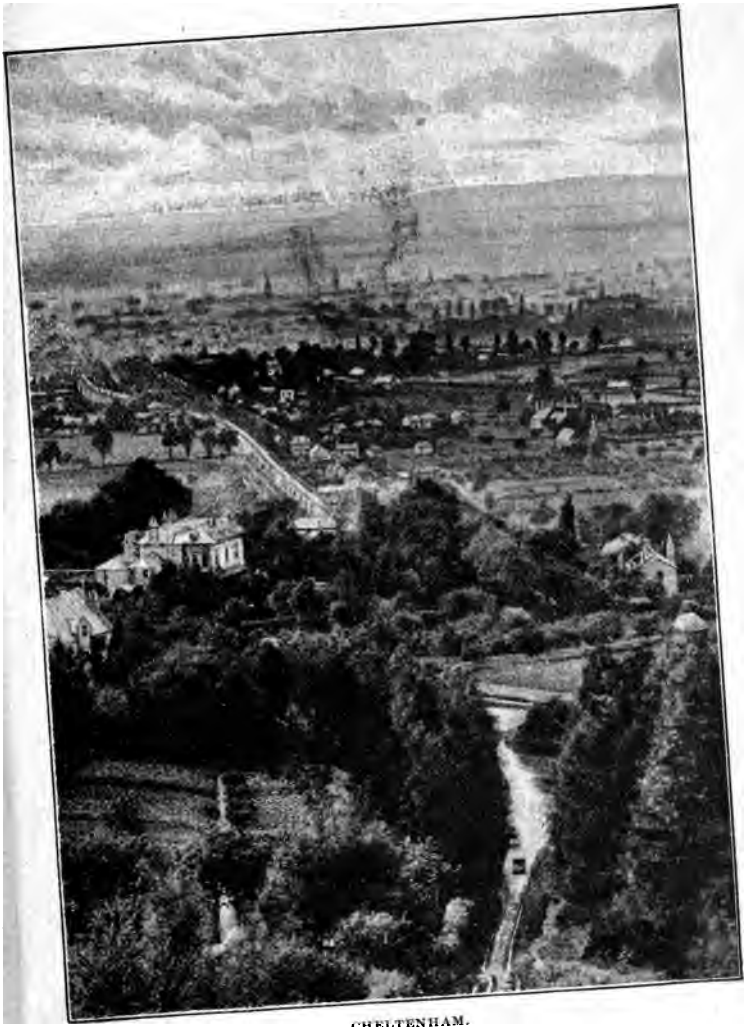
At Gloucester passengers travelling in the through carriages which are run between Paddington and Cheltenham diverge from the main line, and by a short branch of seven miles, passing CHURCHDOWN *en route*, are conveyed direct to

CHELTENHAM,

St. James's Square Station,

Fares—1st, 19/-; 2nd, 12/-; Parl., 9/6. Return—1st, 23/3; 2nd, 21/-.

121 miles from Paddington, 37 from Hereford, 63 from Cardiff, and 135½ from Weymouth. Few of our inland watering-places can, for climatic, residential, or educational advantages, compare with the fashionable health-resort of Cheltenham. Rather more than a century has elapsed since it was first favoured with the presence and approval of George III.; but during this period the pleasant Gloucestershire village, so charmingly ensconced under the sheltering lee of the Cotswolds, has steadily grown in size and importance, until it has now reached the dignity of a wealthy corporate town that contains some fifty thousand inhabitants. And yet withal Cheltenham, even in its most frequented thoroughfares, retains so much leafiness, and its numerous suburban roads and villas are so well lined with trees and enshrouded with foliage, as to still claim rural beauty amongst its prevailing characteristics. In support of our affirmation we need go no further than the well-known Promenade, with its shady avenues in close proximity to brilliant shops, which can fairly vie with any to be found in Bond Street, Regent Street, or Piccadilly. Although the town itself is situated on a verdant plain, the surrounding countryside is most picturesque, is a favourite hunting district, and affords delightful prospects from the nearer summits of the adjoining heights—amongst the more attractive *view-points* being Hewlett's Hill, also the hills of Churchdown, *Dowdeswell,* Cleeve, and Leckhampton, on the west of which is



CHELTENHAM.

(From a photograph by Mr. J. Joyner, Cheltenham.)

situated a singular rock known as the "Devil's Chimney." Within an hour's walk a good pedestrian may reach the Seven Springs, which furnish the first source of the Isis or Thames, that here rises as a tiny streamlet, which receives some fourteen tributaries during its course of 250 miles towards the Nore. The ancient town and abbey of Tewkesbury are within a drive of a few miles.

The alkaline waters, which were first discovered in 1716, at

THE PITTVILLE GARDENS, CHELTENHAM.

(From a photograph by Poulton & Sons, Lee.)

what have long been known as the Royal Old Wells, are supplied from the Pump-room adjacent to the Theatre. A more fashionable place of assemblage is the Montpellier Spa, where a Pump-room was first erected in 1818; and additional accommodation was supplied by the Rotunda, completed in 1826. The neighbouring gardens are favourite resorts for lawn tennis, provision being made for the game by some thirty turfed or asphalted courts. But far more romantic scenery is to be found amidst the beautifully laid-out suburban grounds of Pittville, where, on an elevated site, stands *the* Pump-room, a magnificent building mostly of the Ionic *order. It* commands entrancing views over the wide park-like

expanse of lawns, gardens, shrubberies, walks, and drives, which, with the ornamental lake, were formed at an outlay not far short of £500,000. Here, too, are numerous excellent grass tennis courts. Another favourite promenade and place of entertainment is the Cheltenham Winter Garden and Skating Rink, the principal building being composed of ornamental brickwork surmounted by a roof of iron and glass. The chief events of the year are the Easter Athletic Sports, and the Cricket Week, held in August.

Cheltenham is well supplied with commodious places of assemblage and other public buildings usually to be found in the larger provincial towns. Amongst these a premier place may certainly be claimed by the handsome elevation of the new Free Library, which also provides excellent accommodation for the Schools of Science and Art. In the main portion of the structure are a large newsroom, reference room, and a library of sixteen thousand volumes. Within a short distance of the library is the famous parish church of St. Mary's, an edifice of considerable antiquity, long celebrated for the ministry of the late Rev. Francis Close, D.D., who left Cheltenham for the Deanery of Carlisle. Numerous other handsome and capacious edifices are associated with the Church of England; and the principal Nonconformist churches include those owned by the Baptists, Brethren, Congregationalists, Countess of Huntingdon's Connexion, Friends, Presbyterians, Primitive Methodists, Roman Catholics, Unitarians, and Wesleyans. The Corn Exchange, where a market is held on Thursday, is in the High Street. Wednesday is an early-closing day. In the Promenade is the General Post Office. Every information relating to residential properties will be supplied by the leading house and estate agents. An excellent list of houses for sale or to let is issued monthly by Messrs. Young and Gilling, whose offices are in the Promenade. Lovers of horticulture may derive considerable pleasure from a visit to the Queen's Nurseries, so widely celebrated for their growth of prize orchids.

The position occupied by Cheltenham as a place of high-class education is almost unique. Indeed, scarcely any town of its size can be said to possess two such admirable foundation schools as the well-known Cheltenham College, and the almost equally celebrated Cheltenham College for Ladies, which, although not founded before 1853, has under the skilled administration of the lady principal, Miss Dorothea Beale, achieved an unexampled success. Its handsome Gothic buildings provide accommodation for 500 pupils. Cheltenham College, which dates from 1841, is under the able headmastership of the Rev. R. S. de C. Laffan, M.A., and affords an advanced first-grade education for 650 boys. Its three

principal divisions comprise the classical department, the military and civil department, and the junior or preparatory department. Numerous valuable scholarships and prizes are attached to the foundation. While distinguished honours have been gained at the Universities by old Cheltonians, it is especially gratifying to notice their many successes at Woolwich, Sandhurst, and the Cooper's Hill Royal Indian Engineering College. Another educational institution appearing to possess abundant promise is the Dean Close Memorial School, which stands within spacious grounds in Shelburne Road, and is provided with every adjunct towards the efficient tuition of some 200 boys. The head-master is the Rev. W. H. Flecker, M.A., D.C.L. Cheltenham Grammar School is a foundation of 1576. Cheltenham High School for Girls is at the Priory. At Cheltenham are also the Normal Training Colleges for schoolmasters and schoolmistresses.

Cheltenham Station shares with Gloucester in all the railway advantages afforded by the expresses which are run from Paddington or from Bristol to Weymouth, for the Channel Islands; the West of England; South Wales and Ireland; the Wye Valley, Hereford, and the North—these trains being in direct connection with the branch services. A letter-box, a telegraph office, and a bookstall are on the platform. The combined railway and river "*Thames Valley Circular Tour Tickets*" issued at Cheltenham on each weekday during the summer months are available in connection with the sailings of Messrs. Salter Brothers' Oxford and Kingston steamers (*see page* 277). The leading hotels are the "Queen's," the "Plough," and the "Lansdowne." The "Fleece," the "Lamb," and the "Royal" are the principal commercial hotels. In High Street is the handsome decorative marble elevation of the principal restaurant, known as George's, Limited, which has been honoured by the patronage of the Princess of Wales. (*Population*—42,914.) Daily Press—*Gloucestershire Echo*. Weekly—*Cheltenham Chronicle, Cheltenham Examiner, Cheltenham Free Press, Cheltenham Looker-On, Cheltenham Mercury*.

Resuming our western journey we leave GLOUCESTER, and obtain a very fine view of the cathedral, ere we cross the Severn. On our right diverges a branch which, *viâ* BARBER'S BRIDGE, NEWENT, and DYMOCK, affords a route to LEDBURY, MALVERN, and WORCESTER for DUDLEY and WOLVERHAMPTON. A short distance beyond, Highnam Church may be seen on the right, not far from Highnam Court. Hygrove is on a slight elevation to the left of the *rail*, and just before reaching OAKLE STREET we see Churcham on *the opposite* side. Minsterworth and Oakle are adjoining villages,

which lie to the left. A short run now brings us to GRANGE COURT, where the main line for South Wales strikes away southward. A mile to the left of LONGHOPE lies Flaxley, where is a fine abbey, now the residence of Sir Thomas H. Crawley-Boevey, Bart. Beyond Longhope, on the right, is May Hill, a British landmark, rising nearly 1,000 feet above the sea-level. Passing through a tunnel, we arrive at MITCHELDEAN ROAD for Mitcheldean, which is on the borders of the Forest of Dean. On the left is the Ridge, a wooded hill, which gives the valley the form of an amphitheatre. In front of us is Penyard, on the other side of which lies

ROSS

(*For the Wye Valley, Forest of Dean, Monmouth, and Pontypool Road*),
Fares—1st, 22/-; 2nd, 13/9; Parl., 11/-. Return—1st, 38/6; 2nd, 24/-.

132 miles from Paddington, 76 from Birmingham *via* Hereford, and 120 from Birkenhead. At Ross we strike the river Wye, which from here flows down by Goodrich Castle, Symonds Yat, Monmouth, Tintern, and Chepstow to the Bristol Channel. The town, built on a rocky eminence overlooking the river, is surrounded by hills more or less lofty; and the church, which is a very prominent object from the railway station, is placed on an elevated ridge. In the immediate neighbourhood are most delightful views, especially from the summit of Chase Wood Hill. Even were it not for its lovely position and surroundings, the town would have been immortalised by Pope's poem on "*The Man of Ross.*" Over his late dwelling, now a shop, in the Market Place, is a bust, carved in oak, and surrounded by the following inscription:—"John Kyrle, the Man of Ross, died November 17th, 1784, aged 88." The quaint Market House is used as a town-hall. Wilton Castle is a fine ruin, said to have been rebuilt by King Stephen.

Ross is principally noteworthy as the centre of a prosperous agricultural district, famous for its growth of grain and its superior breed of Herefordshire cattle. It is also celebrated for the consignments of Wye salmon, which are despatched to the larger markets of London and the Midlands. The trout and salmon fisheries are strictly preserved; but fishing tickets for the day or for the season, lasting from June to October, can be obtained in the town. Good hunting may be had with the Ross Harriers. Here are a large brewery, agricultural implement works, and a boot factory. The General Post Office is in Gloucester Road. A market is held on Thursday. The station owns a letter-box, a bookstall, and a refreshment-room. By means of connections with the "North to West Expresses" at Hereford tourists from Lancashire and Yorkshire can travel direct to Ross for the Wye Valley. The leading hotels are the "Royal," the "Swan," and the "King's Head." (*Population*—3,575.) Press—*Man of Ross Advertiser*, Ross Gazette.

Ross is admirably situated as a headquarters for the Wye Valley tour, the railway thence to Monmouth and Chepstow skirting some of the most beautiful lower reaches of that famous river. The branch from Monmouth to Pontypool Road affords access to the Vale of Neath, and *en route* permits a visit to Raglan, with the ivy-mantled ruins of its ancient castle. Leaving Ross by the branch to Monmouth, we run amidst wooded hills and rocky cuttings, then see the river Wye upon our right, and reach KERNE BRIDGE, near the village and ruined castle of Goodrich, one of the

ROSS CHURCH FROM THE WYE.
(*From a photograph by Hudson.*)

"lions" of the Wye, and close to the remains of Flanesford Priory. Goodrich Castle is a grand relic of the thirteenth century.

The next station is at LYDBROOK, from which a line runs through the Forest of Dean, and affords opportunities for visiting the famous Speech House. A short branch joining the "*Great Western*" route at Bilson extends to NEWNHAM and LYDNEY. Leaving Lydbrook, our course for a few miles is near the Wye, passing through some of the finest scenery in England before we come to SYMONDS' YAT, where are curious caves. As we run on, the river curves away to the right, but soon returns, and we skirt its course until *reaching* MONMOUTH (*May Hill Station*), whence we proceed to

MONMOUTH.

Troy Station

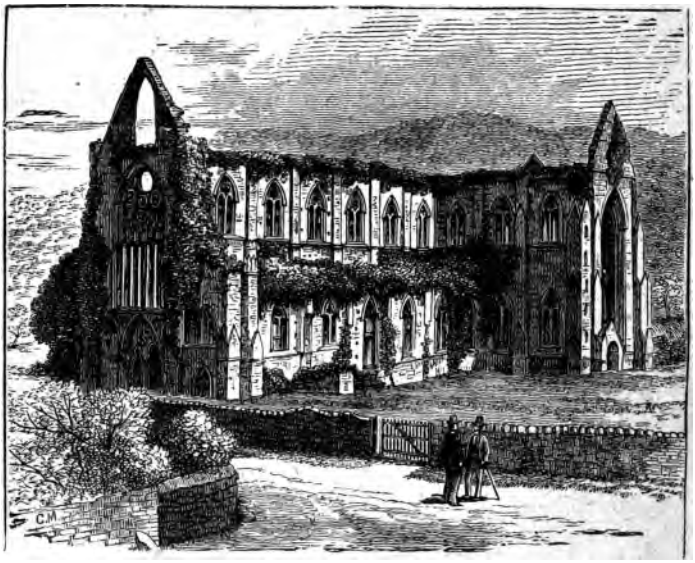
(*For Tintern Abbey, Chepstow, Pontypool Road, and Coleford*),

Fares to May Hill—1st, 24.-; 2nd, 15/-; 3rd, 12.-. Return—1st, 42.-; 2nd, 26/-.

155½ miles from Paddington. At a point where the river Monnow joins the Wye we find Monmouth, almost encircled by its two rivers, and standing on rising ground in the midst of a most luxurious valley. One of the principal view-points is Kymin Hill, which from its summit, 700 feet above the Wye, commands magnificent prospects. The main street extends from the market-place —called Agincourt Square, where stands a statue of Henry V., born at Monmouth in 1388—to the Monnow, over which is carried an

SYMONDS YAT, ON THE WYE.
(*From a photograph by Hudson.*)

ancient stone bridge, leading to an arched portal called the Welsh Gate. The parish church is a handsome one, containing portions older than the Norman Conquest. The Free Grammar School, founded in 1614 by a wealthy London merchant named William Jones, occupies fine buildings in the Tudor style, and provides a superior educational course for some two hundred boys. Near the station and the little river Trothy is Troy House, a seat of the Duke of Beaufort. The leading hotels are the "Beaufort Arms" and the "Swan." (*Population*—5,470.) Press—*Monmouthshire Beacon.*



TINTERN ABBEY, FROM THE ROAD.

From Monmouth (*Troy Station*) extends a southerly branch which by way of REDBROOK, BIGSWEIR, TINTERN, and TIDENHAM communicates with CHEPSTOW, on the main line to South Wales. As far as TINTERN the railway proceeds through much of the most romantic scenery that characterises the lower reaches of the Wye. Passengers who here alight in order to view the matchless Cistercian ruins of Tintern Abbey may continue their journey either by train, which reaches Chepstow within fifteen minutes, or, should time permit, can, by engaging a boat, be rowed along the winding river, which on its southward course flows by Tidenham Chase, Banygor Cliffs, the Wyndcliff, and other choice bits of Wye scenery. The leading hotel at Tintern is the "Beaufort Arms."

Another noteworthy railway service from MONMOUTH is that which affords communication with Pontypool Road by means of the line proceeding to DINGESTOW, and thence to RAGLAN, where are the picturesque ruins of Raglan Castle. During the great Civil War this stronghold was held for the Royalists by a garrison of

eight hundred men, and stoutly defended by the first Marquis and fifth Earl of Worcester when he was in his eighty-fifth year. Fairfax battered and assaulted it in vain until the besieged capitulated, being reduced by famine and slaughter to less than four hundred; but the leal old hero was permitted to march out with colours flying

THE WYE, FROM THE WYNDCLIFF.

and arms retained. Hotel—the "Beaufort Arms." Leaving Raglan, we ride to LLANDENNY, and thence approach USK, which takes its name from the river, where anglers are rewarded by good catches of salmon and trout. Here are the ruins of a castle. Crossing the stream, we approach LITTLE MILL JUNCTION, whence we run parallel with the main line from Hereford to PONTYPOOL ROAD, the exchange station for SWANSEA, *via* the Vale of Neath. A third branch service from MONMOUTH communicates *via* NEWLAND with COLEFORD, a station in the Royal Forest of Dean.

Returning to Ross, we resume our journey to Hereford, occasionally crossing the windings of the Wye ere we reach FAWLEY, and run thence towards HOLME LACY, to the left of which is the seat of the Earl of Chesterfield. The grounds are generously thrown open to the public during the summer. A little beyond, Dinedor is seen to the left, while the village of Hampton Bishop is to the right across the river. We now perceive the spires of

HEREFORD,

Barr's Court Station

(*For Brecon, Llanidloes, and Aberystwyth*),

Fares—1st, 24/-; 2nd, 15/-; 3rd, 12/-. Return—1st, 42/-; 2nd, 26/3.

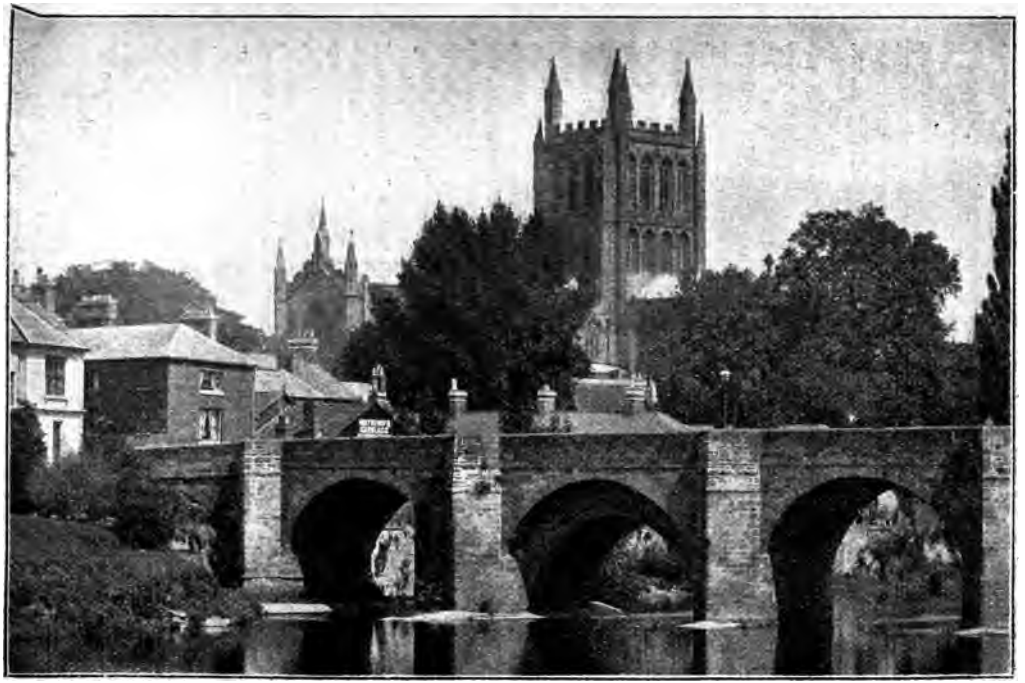
144 miles from Paddington, 30 from Gloucester, 64 from Birmingham, 29½ from Worcester, 108 from Birkenhead, 114 from Manchester, and 54 from Cardiff; also *via* the Severn Tunnel, 63½ from Bristol, 192 from Plymouth, and 151 from Weymouth. This city, beautifully situated on the banks of the Wye, is one of the oldest in the kingdom. Wars and strife raged around it for long centuries, and it had to bear the brunt of many a conflict with the Britons both in the Saxon and Norman periods. Its massive castle withstood many a siege, until the close of the Civil War, since which time it has been demolished. The Castle Green, which has been laid out as a public garden, affords a lovely view of the river Wye, and contains an obelisk to the memory of Lord Nelson.

Hereford is a remarkably representative county centre. With the exception of Leominster, Ross, and Ledbury, Herefordshire does not possess towns of any considerable size, and as a natural result the best county society, the leading manufactures, and the most prosperous agricultural districts may be found within a very small radius of the capital. The countryside, for many miles being well watered by the Wye and its various tributaries, abounds in rich arable land, pastures, hop-yards, and orchards, while it is also widely celebrated for its valuable breed of cattle. Indeed, the weekly corn and stock markets held here are amongst the most flourishing in the Western Midlands. In addition to the three staples of cereals, hops, and fruit; breweries, cider mills, nurseries, and ornamental tile-works employ numerous hands, the latter industry, initiated in 1848 by Messrs. Goodwin and Son, of the Lugwardine Works, at Withington, having especially assumed considerable proportions. One of the most noteworthy firms in the brewing interest is that of Messrs. Watkin and Son, brewers of the celebrated "Golden Sunlight Ale." Many attractions are possessed by the city as a place of residence, the more noteworthy being a salubrious climate, a dry soil, *delightful* scenery affording a series of attractive walks and drives, *good boating*, and excellent fishing. Another commendable feature

is the ample provision made for high-class education, the Cathedral Grammar School and the County College being admirable scholastic institutions for boys, while the Hereford Ladies' College and the Hereford High School for Girls are equally efficient establishments. As may be imagined, the city is well supplied with superior shops. Families in search of residential properties may derive assistance from a useful monthly list issued by Mr. R. Wood, of King Street.

The principal business and residential thoroughfares are wide, well built, and mostly of modern appearance. Apart from the fine cathedral and certain of the parish churches, the relics of antiquity are few; but of these we should not fail to notice the "Old House," a singularly well-preserved specimen of the timber-built dwellings that characterised the domestic architecture of the Tudor and early Stuart periods. In Widemarsh Street are the ruins of the Black Friars' Monastery, possessing considerable interest. Chief of the public buildings are the Shire Hall, a handsome classical structure, in front of which is placed a fine statue of Sir George Cornewall Lewis; the County Hall; and the Guildhall. In Broad Street, a spacious thoroughfare leading to the Cathedral Close and the Wye Bridge, are the Herefordshire Club, the Free Library and Museum, the Corn Exchange, and the General Post Office. The Herefordshire Infirmary occupies a most picturesque position on the southern bank of the Wye. Amongst the celebrities who could claim Hereford as their birthplace have been Nell Gwynne and the famous actor David Garrick. We should note that while the weekly market is held on Wednesday, Thursday is an early-closing day.

St. Ethelbert's Cathedral owes its origin to the foul murder of Ethelbert, King of the East Angles, by Offa, King of Mercia. Remorse led to the foundation of the church at Hereford, where was Ethelbert's tomb; and the gifts of pilgrims, added to that of Offa, provided means for the erection of the cathedral. On its destruction, some two hundred years later, it was rebuilt, but again it suffered from the ravages of fire. The present edifice was commenced in the eleventh century, and received considerable additions until 1520. As a result it exhibits traces of almost every period, from the Norman to the Perpendicular. In 1786 the fall of the western tower destroyed much of the original nave. The costly restorations, completed in 1863, have most successfully reproduced the chief features of the original building, the Lady Chapel being especially a fine example of its period. The magnificently-wrought metal choir-screen, designed by the late Sir Gilbert G. Scott, is one of the most complete specimens of modern handicraft. Amongst other objects of interest the cathedral contains numerous tombs of the bishops and deans who have been associated with the church, the shrine of St. Thomas



HEREFORD CATHEDRAL, FROM THE WYE.
(From a photograph by Mr. J. Thirlwall, Hereford.)

de Cantilupe, exquisitely-carved oaken stalls, and the celebrated Mappa Mundi. Its library, where the poet Southey wrote "*The Old Woman of Berkeley*," contains a fine collection of chained books.

Since the completion of the Severn Tunnel, and the institution of the "West to North" and the "Midlands and South Wales" expresses, Hereford has become one of the principal railway centres in the country. Here converge trains from London (*Paddington*); Weymouth, Bristol, and the West of England; Swansea, Cardiff, and South Wales; Wolverhampton, Birmingham, and Worcester; Liverpool and Manchester; Leeds and Newcastle-upon-Tyne; the Lake District; and Glasgow. The city is thus brought into direct connection with all parts of England, Ireland, Wales, and Scotland. Passengers by certain expresses from London, Birmingham, Wolverhampton, and Worcester, also from Plymouth, Exeter and Bristol *via* the Severn Tunnel, can at *Barr's Court Station* join the trains which travel *via Hay*, *Glasbury-on-Wye*, and *Three Cocks Junction* to BRECON; *via Builth Wells*, *Newbridge-on-Wye*, and *Rhayader* to LLANIDLOES; and *via Machynlleth* and *Borth* to ABERYSTWYTH; also *via Aberdovey* to BARMOUTH. The principal down platform is supplied with a letter-box, telegraph office, book-stall, and refreshment-rooms. The leading hotels are the "Green Dragon," the "Mitre," and the "City Arms." (*Population*—20,267.) Press—*Hereford Journal*, *Hereford Mercury*, *Hereford Times*, *Hereford Weekly Marvel*.

Our journey is now continued over the main line that affords communication with Shrewsbury, Chester, Liverpool, Manchester, Leeds, Edinburgh, and Glasgow. On leaving Hereford, the County College, a large red-brick building on an eminence to the right, is seen, just before we notice the junction with the main express route from South Wales to Malvern, Worcester, Wolverhampton, and Birmingham. This line strikes off sharply to the east, whilst the Shrewsbury road takes an almost due northern course through the flat valley of the Lugg river, which is a tributary of the Wye. The route followed to Shrewsbury is identical with that described at page 356 in connection with the journey of the "West to North Express." The stations successively passed are MORETON, DINMORE, and FORD BRIDGE ere we cross the Arrow river and reach

LEOMINSTER

(*For Steens Bridge*, *Kington*, *New Radnor*, *and Presteign*),

Fares—1st, 24/-; 2nd, 15/-; 3rd, 12/-. Return—1st, 42/-; 2nd, 26/3.

156½ miles from Paddington. Leominster is of great antiquity, and pleasantly situated in a valley formed by the river Lugg. It is in the midst of a most luxuriant and fertile district, abounding

THE PARISH CHURCH, LEOMINSTER.
(*From a photograph by Messrs. T. Jones & Son, Ludlow.*)

with orchards, hop-gardens, and pasture-land of great luxuriance. The town has some good streets, and contains many picturesque timber-built houses. The Priory Church of SS. Peter and Paul is a large and massive structure, embracing a variety of architectural styles. A corn market is held on Friday, and Wednesday is an early-closing day. The railway station is supplied with a letter-box, a telegraph office, a bookstall, and a refreshment-room. Here depart branch trains for STEENS BRIDGE, also for Kington, New Radnor, and Presteign. Hotel—The "Royal Oak." (*Population*—5,675.) Press—*Leominster News.*

Immediately north of the station the branch to Kington and New Radnor leaves the main line and takes a westward course by KINGSLAND, near which in 1461 was fought the battle of Mortimer's Cross, and PEMBRIDGE to TITLEY, whence diverge two branch services—the one on the left passing through LYONSHALL and ALMELEY to EARDISLEY, whence we may visit the upper reaches of the Wye. The northern branch extends to

PRESTEIGN,

Fares—1st, 21/-; 2nd, 16/10; 3rd, 13/5½. Return—1st, 41/3; 2nd, 29/6.

174½ miles from Paddington. The county capital of Radnorshire is pleasantly situated on the Lugg, and contains a handsome Shire Hall, a Market Hall, and a fine Perpendicular parish church. At the western end of the town is an eminence called the "Warden." Hotels—"Radnorshire Arms" and the "Duke's Arms." (*Population*-1,360.)

We now resume our course at TITLEY JUNCTION and come to KINGTON, a small market town on the extreme western border of Herefordshire. Entering Wales, and successively passing STANNER and DOLYHIR, where are lime and stone works, we reach NEW RADNOR, in the midst of the Radnor Forest mountains.

Rejoining the main line at LEOMINSTER, and travelling northward, we soon pass BERRINGTON AND EYE, and approach WOOFERTON JUNCTION, whence the line for Tenbury, Bewdley, and Worcester bears away to the right by EASTON COURT towards TENBURY, a little market-town surrounded by sheltering eminences, and famous for its malt, hops, and cider. The next station, NEWNHAM BRIDGE, is succeeded by NEEN SOLLARS, CLEOBURY MORTIMER, WYRE FOREST, and BEWDLEY, where lines diverge for Worcester, Bridgnorth, Kidderminster, Wolverhampton, and Birmingham.

Continuing our journey by the main line from WOOFERTON JUNCTION, which is just in the county of Shropshire, we enter the valley of the Teme — noteworthy for its beautiful views, rivalling, in fact, many of those to be obtained on the Wye—and approach

LUDLOW,

Fares—1st, 2/4; 2nd, 1/6; 3rd, 12/4½. Return—1st, 4/3 4; 2nd, 2/7 2.

167½ miles from Paddington. Ludlow is beautifully situated on an eminence, around which winds the river Teme. The castle, erected about 1130 by Roger de Montgomery, was probably one of the grandest baronial fortresses in the kingdom, and ultimately became a royal residence. On the establishment of the Council of the Marches of Wales by Henry VIII., it was made the seat of the Lord Presidents. Milton here wrote his "*Comus*," which was first acted in the castle hall. The stronghold was besieged by Cromwell, but sustained little damage, and so remained until the time of George II., when it was dismantled. Its surroundings are very fine, and pleasant public walks have been made around it, while the ruins can be inspected on payment of a trifling fee. The Church of St. Lawrence is an elegant cruciform structure, erected in the reign of Henry VII., and carefully restored in 1860, under the superintendence of the late Sir Gilbert G. Scott. Ludlow

LUDLOW.

(*From a photograph by Messrs. T. Jones & Son, Ludlow.*)

Grammar School, a foundation of the thirteenth century, is now well known for the excellence of its educational curriculum. The neighbourhood abounds in residential seats. The countryside and river afford capital sporting. A corn market is held on Mondays. The railway station is supplied with a telegraph office and a bookstall. Hotels—The "Angel" and the "Feathers." (*Population*—4,460.) Press—*Ludlow Advertiser*.

After leaving Ludlow we proceed through BROMFIELD and ONIBURY, then pass Stokesay Castle on the right ere we reach CRAVEN ARMS JUNCTION, where passengers may exchange for a short north-easterly branch which runs for some miles by the side of Wenlock Edge, an extensive mountainous ridge of limestone rock, the stations thus served being HARTON ROAD, RUSHBURY, LONGVILLE, and PRESTHOPE, ere we arrive at the market town of MUCH WENLOCK. Hence a continuation of this line extends by BUILDWAS, COALBROOKDALE, HORSEHAY, LAWLEY BANK, and KETLEY to WELLINGTON, whence trains depart *via* MARKET DRAYTON, NANTWICH, and CREWE to MANCHESTER.

From CRAVEN ARMS we travel northward by MARSH BROOK to CHURCH STRETTON, then successively passing LEEBOTWOOD, DORRINGTON, and CONDOVER, approach the town of SHREWSBURY, where we effect a junction with the main lines to Ruabon for Llangollen, Bala, Festiniog, Dolgelly, and Barmouth; also with those to Wrexham, Chester, Birkenhead, Liverpool, Manchester, the Lake District, and Scotland.

MAP

OF THE

SOUTH WALES

DISTRICT,

IN

DIRECT CONNECTION

WITH

LONDON

BRISTOL,
EXETER,
PLYMOUTH,
PENZANCE,
GLOUCESTER,
BIRMINGHAM,
WORCESTER,
MALVERN,
HEREFORD,
WOLVERHAMPTON,
CHESTER,
LIVERPOOL,

SCOTLAND,
IRELAND,

AND THE

CHANNEL ISLANDS,

BY THE

EXPRESS SERVICES

OF THE

GREAT WESTERN RAILWAY.

PICTURESQUE MONMOUTHSHIRE.

NEWPORT (MONMOUTHSHIRE)

owns direct express railway communications with London, Cardiff, Swansea, Bristol, Plymouth, Birmingham, Manchester, Liverpool, Leeds, Newcastle-upon-Tyne, and other Cities in the North of England, the Midland Counties, South Wales, and the West.

THE "WESTGATE HOTEL," NEWPORT.

THE ATTRACTIONS OF PICTURESQUE MONMOUTHSHIRE, AND WHERE TO STAY.

THE thriving town of Newport is at once a busy mercantile centre and a place from which many interesting and attractive spots may be visited. It is within easy reach of Tintern Abbey, Chepstow, Raglan Castle, Cardiff, Llandaff, the Usk Fisheries, the Wye Valley, Clifton, Bristol, and Bath.

WHERE TO STAY.

The Westgate Hotel, NEWPORT.

THE HOTEL OF MONMOUTHSHIRE.

THIS HOTEL CONTAINS HANDSOME COFFEE ROOMS, PRIVATE SITTING ROOMS, BANQUET AND BALL ROOMS, BILLIARD AND SMOKING ROOMS, COMMERCIAL AND STOCK ROOMS, ARBITRATION AND OTHER ROOMS, MAGNIFICENT BED ROOMS; IN FACT, EVERYTHING PERTAINING TO A FIRST-CLASS HOTEL.

NIGHT PORTER. MODERATE CHARGES

S. DEAN, Proprietor.

For Newport, see page 799.

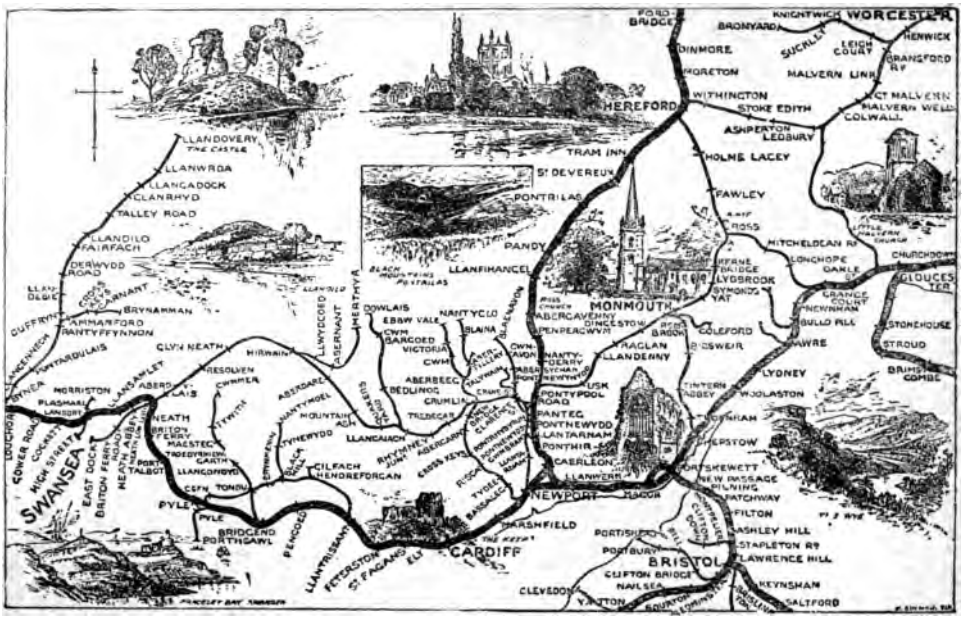
THE CARDIFF, SWANSEA, AND NEW MILFORD EXPRESSES.

B.—GLOUCESTER TO CHEPSTOW, NEWPORT, AND CARDIFF; BRIDGEND AND PORTHCAWL; NEATH; SWANSEA; LLANELLY FOR LLANDILO; CARMARTHEN FOR ABERYSTWYTH; CARDIGAN; TENBY AND PEMBROKE DOCK; HAVERFORDWEST, MILFORD, AND NEW MILFORD FOR WATERFORD AND CORK.

MANORBIER CASTLE.

THE second division of the present section is associated with the direct service from Gloucester to New Milford, whence the splendid express steamers belonging to the "*Great Western Railway*" sail each week-day to Waterford. The larger portion of the land journey lies through South Wales, which is thus closely associated with every part of the "*Great Western*" system. The main route from Gloucester, after leaving the Ledbury, Malvern, and Worcester branch to the right, passes Grange Court, where the Ross and Hereford services turn northwards. At Newnham the line skirts the western bank of the Severn, until it has cleared Chepstow with its junction on the right for the exquisite Wye tour, through Tintern and Monmouth, to Symonds Yat and Ross. Soon after, turning westward, it reaches Severn Tunnel Junction, where it coalesces with the new direct route from Paddington to South Wales, and also effects important connections from Cheltenham and Gloucester to Bristol, the West of England, and Weymouth.

After touching Severn Tunnel Junction, the course of the trunk route is continued to Newport, which, with its extensive railway, shipping, colliery, and manufacturing interests, has received notice in the preceding section. The same may be said of Cardiff, the marine and mineral capital of Glamorganshire. From Cardiff the line proceeds by Ely, a little wayside station not far from the interesting cathedral of Llandaff, to Llantrissant, where is a branch to Cowbridge. At Bridgend passengers exchange for the Llynvi and Ogmore branches, one of which is connected with the little watering-place of Porthcawl, also reached southward from Pyle.



ROUTE MAP.—VII. BRISTOL, GLOUCESTER, AND HEREFORD TO NEWPORT, CARDIFF, AND SWANSEA.

The next station of importance is Neath, a prosperous colliery centre, also the point of junction between the South Wales main route and the Vale of Neath lines, which from Pontypool Road have, by way of Crumlin, Aberdare, and Hirwain, reached the same point. In bygone days Neath was famous for its abbey and castle, but it is now principally interesting as a starting-point for the choice scenery of its neighbouring glens and waterfalls. From Landore Junction extends a short spur line communicating with the great metallurgical centre of Swansea, which is not only a town of considerable manufacturing interests, but furnishes a convenient headquarters from which to explore the picturesque scenery of the Mumbles and Gower. A short branch northwards leads to Morriston.

After crossing the peninsula which connects Gower with the mainland, the express pauses at Llanelly, a growing seaport, which owes its prosperity mostly to the adjacent coalfields and metal industries. Here passengers exchange for the branch services to Pontardulais, and, farther northward, to Llandilo and Llandovery, favourite tourist centres for the scenery of the Towy Valley. With wide sea-views over Carmarthen Bay, the main line is continued to Ferryside, and thence to Carmarthen Junction, within four minutes' ride over the short branch to the ancient town of Carmarthen. An extension of this line affords access *via* Pencader, the junction for the quaintly-named "*Manchester and Milford Railway*" (which tells of a great design that, strange to say, never entered Milford, nor reached farther than its present northern terminus, Aberystwyth), to Newcastle Emlyn, whence departs the mail omnibus to Cardigan. About fourteen miles westward is Whitland, well known as the junction for the "*Pembroke and Tenby Railway*," which affords a southern road to pretty Saundersfoot; also to the ever-beautiful watering-place of Tenby, Manorbier Castle, Pembroke Castle, and Pembroke Dock. Northward from Whitland is a newly-opened branch leading to Cardigan, picturesquely situated near to the charmingly-wooded riverside scenery of the Teifi, and within easy reach of coast excursions to the shores of Cardigan Bay. Ere long the "*Great Western*" highway takes a southern course towards Haverfordwest and Johnston, whence diverges the branch that connects Milford and its docks with the metropolis. Within another five miles the express reaches New Milford, where passengers who have travelled by the Irish Express can at once repair to the steamer for Waterford.

PASSING onwards through the outskirts of GLOUCESTER, we presently come to and cross the Severn, then reach OAKLE STREET, and proceed to GRANGE COURT, where a line diverges on the right for Ross, Hereford, Leominster, and Ludlow. Following the course

of the Severn, we reach NEWNHAM, at which those who desire to explore the recesses of a real Old English greenwood should alight, it being a convenient starting-place from which to visit the Royal Forest of Dean, a vast area of 22,000 acres, of which some 15,000 acres are covered by undulating woodlands. Here is the "Victoria" hotel. The next station is AWRE, which is succeeded by LYDNEY JUNCTION; whence a line extends northward *via* LYDNEY TOWN, WHITECROFT, and PARKEND to MILKWALL and COLEFORD; also *via* SPEECH HOUSE ROAD—where is a good hotel in the heart of the forest—to DRYBROOK ROAD and CINDERFORD; likewise *via* UPPER LYDBROOK and LOWER LYDBROOK to LYDBROOK JUNCTION, for ROSS or for MONMOUTH. In an easterly direction from LYDNEY are the stations of SEVERN BRIDGE, SHARPNESS, BERKELEY, and BERKELEY ROAD. Pursuing our journey from Lydney Junction over the main line to New Milford, we pass WOLASTON, and soon crossing the Wye by Brunel's tubular suspension bridge approach

CHEPSTOW

(*For Tintern, Monmouth, and the Wye Valley*),

Fares—1st, 23/6; 2nd, 14/9; 3rd, 11/0½. Return—1st, 41/4; 2nd, 25/10.

141½ miles from Paddington. Chepstow, situated near the confluence of the Wye with the Severn, is an ancient market town which centuries ago grew around the baronial stronghold of the Fitz Osborns and the Clares. The remains of its massive walls and castle are of much interest, especially the latter, which comprises some fine gateways, three wards, and a keep. It stands on a steep cliff overlooking the Wye. The parish church, dating from Norman times, was originally associated with a Benedictine priory. The General Post Office is in Beaufort Square. A market is held on Saturday, and Wednesday is an early-closing day. Chepstow is the point of exchange for the Wye Valley line, by which we reach TIDENHAM, where we can alight for a ramble towards the Wyndcliff, or proceed to TINTERN ABBEY, near the magnificent Cistercian ruins which stand most picturesquely amidst hills upon a narrow slip of ground beside the river. From BIGSWEIR, near the ruined castle of St. Briavel, the branch leads by REDBROOK to MONMOUTH, where passengers can exchange for the trains to SYMONDS YAT and ROSS, also for those to COLEFORD, RAGLAN, USK, and PONTYPOOL ROAD. Hotel—The "Beaufort Arms." (*Population*—3,378.) Press—*Chepstow Advertiser*.

Continuing our journey from CHEPSTOW, we run to PORTSKEWETT, and thence to SEVERN TUNNEL JUNCTION, where we *join the new* main line from Bristol to South Wales. A little more *than a mile* from Portskewett we pass the ruins of Caldecot Castle,

and presently, through MAGOR and LLANWERN, approach NEWPORT, whence by MARSHFIELD we run to CARDIFF. The Severn Tunnel route to these seaports of Monmouthshire and Glamorganshire has been described in a preceding section (*see page* 197).

THE RUINS OF CHEPSTOW CASTLE.
(*From a photograph by Mr. Harvey Barton, Bristol.*)

Leaving CARDIFF, we come to ELY, the station for Llandaff, the oldest see in Great Britain. Near ST. FAGANS is the seat of Baron Windsor, and thence we pass on to PETERSTON and LLANTRISSANT, the junction station for the "*Taff Vale*" branch that *via* LLANHARRY and YSTRADOWEN extends to COWBRIDGE, an agricultural market town best known for its seventeenth-century grammar school. The railway extends beyond Cowbridge to ST. MARY (*Church Road*), ST. ATHAN ROAD, and ABERTHAW. LLANTRISSANT is near to the Garthmailog Mountain, which commands fine views over the Bristol Channel. Crossing a stream, we proceed to PENCOED and

BRIDGEND

(*For the Llynvi and Ogmore Branches, and Porthcawl*),

Fares—1st, 3d.; 2nd, 1s.10; Parl., 1s.0½. Return—1st, 5s.4; 2nd, 3s.-.

175¾ miles from Paddington. Bridgend is a thriving market town divided by the river Ogmore into two portions, respectively known as Oldcastle and Newcastle. The river is one to which anglers frequently resort, being famous for its salmon and other fish. About two miles from the town stand the ruins of Ewenny Priory, founded in 1146. About nine miles distant is St. Donat's Castle.

At Bridgend we change for the Llynvi and Ogmore section, the first station we then come to being TONDU, whence branches take us up the Llynvi, Ogmore, and Garw valleys, teeming with iron and tin works and collieries. From Tondu the chief branch runs *via* LLANGONOYD, TROEDYRHIEW GARTH, MAESTEG, TYWITH,

CYMMER (*for Glyncorrwg*), to ABERGWYNFI. The Ogmore branch extends by BRYNMENYN, BLACKMILL, and TYNEWYDD to NANTYMOEL, while the Garw branch through LLANGEINOR and PONTYRHYLL reaches PONTYCWMMER. The most easterly extension has stations at BLACKMILL, HENDREFORGAN, and GILFACH. Another short line *via* TONDU, KENFIG HILL, and PYLE leads to PORTHCAWL. Hotels at Bridgend—The "Wyndham Arms" and the "Castle." (*Population*—4,759.) Press—*Bridgend Chronicle, Glamorgan Gazette.*

Resuming our journey from BRIDGEND, we travel to PYLE, where passengers by certain trains can exchange for the branch to

PORTHCAWL,

Fares—1st, 31/8 2nd, 19/10; 3rd, 15/10. Return—1st, 54/8; 2nd, 34/9.

178¼ miles from Paddington. Porthcawl is a small seaport and watering-place pleasantly situated on the Welsh shore of the Bristol Channel. It commands magnificent views of the picturesque Somerset and Devonshire coast, while westward extends the grand expanse of the Atlantic Ocean. Porthcawl is rapidly becoming a favourite health and bathing resort, being highly recommended by the medical profession. The climate, which is remarkably salubrious and free from humidity, is noted for its bracing air; the soil, sand upon limestone, is absorbent, and the water-supply is pure and plentiful, while the sanitary arrangements are equally satisfactory. Under these conditions it is not surprising that its sands, bays, pebble beaches, and rocky nooks have many attractions for visitors. The town possesses a long marine esplanade; also some comfortable hotels. Excellent accommodation exists for boating, while good fishing and shooting may also be enjoyed in the neighbourhood. The downs afford ample facilities for golfing. The principal hostelries are the "Esplanade Hotel" and the "Marine Private Hotel."

Again on the main line at PYLE, and with Swansea Bay on our left, we run to PORT TALBOT, an accessible harbour, near to the ruins of Margam Abbey. Our next stations are BRITON FERRY and

NEATH,

Fares—1st, 33/-; 2nd, 20/9; 3rd, 16/6½. Return—1st, 56/6; 2nd, 36/4.

193¼ miles from Paddington. This ancient market-town is not only a prosperous colliery centre and the seat of several metallurgical industries, but its situation near the picturesque Vale of Neath permits access to the romantic glens, waterfalls, and caverns for which the district is remarkable. Within seven miles is the station known as GLYN NEATH, whence tourists may reach the falls of the Hepste and the Mellte. Near to the town are the ruins of Neath *Abbey, also* the entrance gate of Neath Castle. The General Post

Office is in Wind Street. A market is held on Wednesday, and Thursday is an early-closing day. Hotels—"Castle," "Mackworth," and the "Vale of Neath." (*Population*—11,157.) Press—*Mid-Glamorganshire Herald.*

Quitting Neath, we may see the ruins of its castle to the right; and presently, after crossing the rivers Neath and Clydach, perceive on our left the remains of Neath Abbey. We next reach DYNEVOR, soon come to LLANSAMLET, and thence proceed to LANDORE JUNCTION, whence a short branch extends to

SWANSEA,

High Street

(*For Morriston, the Mumbles, and Gower*),

Fares—1st, 3*l*/4; 2nd, 2*l*/6; Parl., 1*l*/2. Return—1st, 5*s*/9; 2nd, 3*l*/8.

201¼ miles from Paddington, 83 from Bristol, and 162 from Birmingham. This great metallurgical seat of South Wales occupies the centre of Swansea Bay, which, with the Mumbles Head at its western point, is on the northern shores of the Bristol Channel.

During recent years the continual development of railway and dock accommodation has contributed towards an immense growth of the shipping interest, in connection with which some ten thousand vessels annually enter and sail from the port. The heavier imports consist of copper ore and timber, while the exports include an enormous tonnage of coal and various manufactured metals, especially copper, steel, zinc, and tin plates, for which the district is famous. The North Dock, the South Dock, and the Prince of Wales Dock are remarkable for their large aggregate of water area, also for the extent of their quays, which are supplied with hydraulic and other machinery for the rapid loading and discharging of cargoes. In connection with the prevailing staple of copper-smelting and other cognate industries, numerous tin-plate factories for many miles line the valley of the Tawe—the more noteworthy of these being the Mannesmann Tube Works at Landore, and various other centres of the metal trades.

Swansea is a large town with long thoroughfares and some well-designed public buildings. Of these we should notice the Royal Institution of South Wales, which is devoted to the encouragement of higher education in science, literature, art, and antiquities. Its valuable museum, comprising numerous objects of interest, is chiefly noteworthy for its choice collections of mineralogical specimens. In Alexandra Road is the Public Library, an imposing structure, which provides a spacious news-room, likewise reference and lending libraries, containing over 20,000 volumes, amongst which are many unique examples of ancient Welsh literature. The Guildhall is a somewhat imposing classical pile

situated in Mount Street. The parish church of St. Mary's owns portions of considerable antiquity, and contains some curious monuments. Several handsome churches and chapels are connected with the Church of England and the various Nonconformist denominations. Amongst numerous educational institutions, perhaps the chief are Bishop Gore's Grammar School and the Swansea Training College for Female Elementary Teachers. Two theatres, a Music Hall, the Albert Hall, the Drill Hall, and other commodious places of assemblage, are some of the chief buildings for public entertainments. Cwmdonkin Park, Victoria Park, and Brynmill Park are charmingly laid-out pleasure grounds commanding most pleasing views. The General Post Office occupies a central site in Castle Bailey Street, close to the few Norman remains of Swansea Castle. A market is held on Saturday, and Thursday is an early-closing day.

From Swansea the interesting peninsula of Gower is accessible. A favourite drive is to Park Mill (8¼ miles), where there is a good inn, from which the beautiful little Ilston valley to the north may be visited, while a walk can also be taken southwards to Pennard Castle and Three Cliffs Bay. A longer drive is to Reynoldston (12 miles), which is a convenient centre for trips to King Arthur's Stone, Cefn Bryn, Penrice Castle, Oxwich, and Weobley Castle. From Rhosili (17 miles) Worm's Head is accessible. Port Eynon, on the coast, is noteworthy for its cliffs. Just west of Oystermouth (locally known as the Mumbles) is Langland Bay, where the marine residence of the late Mr. H. Crawshay has been turned into an hotel, which has recently been enlarged. At Caswell Bay, farther west, is hotel accommodation amid delightful cliff and coast scenery. Bishopston Valley, extending from Pwlldu to Bishopston, is also well worth exploration. Another attractive spot is Bracelet Bay, reached by a good road from Oystermouth.

CWMDONKIN PARK, SWANSEA.
From a photograph by Hudson.

High Street Station is a spacious structure supplied with a letter-box, a telegraph

office, and a bookstall on the departure platform. A short branch extending by way of LANDORE (*Low Level*) and PLAS MARL affords communication with MORRISTON, a busy colliery and manufacturing district. From the *East Dock Station* there is access through BRITON FERRY ROAD and NEATH ABBEY to NEATH. The leading hotels of Swansea are the "Royal," the "Mackworth," and the "Castle." (*Population*—90,423.) Daily Press—*Cambria Daily Leader, South Wales Daily Post, Swansea Daily Shipping Register.* Weekly—*Cambrian, Herald of Wales, South Wales Weekly Post, Swansea Journal.*

Returning to LANDORE JUNCTION, we resume our journey, and after running by COCKETT and GOWERTON, we arrive at LOUGHOR, noteworthy for its castle ruins and its sands. Crossing the broad river Llwchwr, we enter Carmarthenshire, and hasten to

LLANELLY

(*For Brynamman, Llandilo, and Llandovery*),

Fares—1st, 35/4; 2nd, 22/-; Parl., 17/8. Return—1st, 60/6; 2nd, 38/8.

210¾ miles from Paddington. Llanelly is a busy maritime, mining, and manufacturing town on the river Burry, near to the bay of Carmarthen. Its ample dock accommodation is by means of a short branch brought into connection with all parts of the "*Great Western Railway.*" Copper, lead, iron, and tin-plate works, with an extensive pottery, are the chief industrial features of the district. The Athenæum, a well-designed building, contains the public library and the geological museum, also the science and art schools, and a Chamber of Commerce. In Cowell Street is the General Post Office. Markets are held on Thursday and Saturday, while Tuesday is an early-closing day.

As a railway centre, Llanelly is noteworthy for the line that extends through BYNEA and LLANGENNECH to PONTARDULAIS, and thence *via* PANTYFFYNNON (where a short branch diverges westward for AMMANFORD, GLANAMMAN, GARNANT, and BRYNAMMAN), TIRYDAIL, LLANDEBIE, DERWYDD ROAD, and FFAIRFACH to LLANDILO. This is an attractive headquarters for the charming Vale of Towy and Dynevor Park, also for the ruined castle of Dynevor, and the fortress of Castell Carreg Cennen. An extension of this service leads by TALLEY ROAD, GLANRHYD, LLANGADOCK, and LLANWRDA to LLANDOVERY, on the upper reaches of the Towy. Here is Llandovery College. At Llanelly Station are a letter-box, a telegraph office, and a bookstall. The leading hotels are the "Stepney Arms" and the "Thomas Arms"; at Llandilo are the "Cawdor Arms" and the "Castle"; and at Llandovery, the "Castle" and the "North Western." (*Population*—23,937.) Press—*Llanelly Guardian, Llanelly Mercury, South Wales Press.*

Resuming our main-line journey, we presently pass PEMBREY AND BURRY PORT, a maritime, mining, and manufacturing town at the foot of Mynydd Pembre. Then upon the right we see KIDWELLY, near the ruins of its grand old castle and handsome Gothic church. Our next station is FERRYSIDE, celebrated for the salmon-fishing of the Towy. Other attractions are the splendid views from the heights of Llanstephan, which is on the opposite side of the river, communicating with Ferryside by the ferry-boat, which is ready to start directly after the arrival of each train. On a lofty eminence overlooking Carmarthen Bay, and seen as we approach the station, stand the majestic ruins of Llanstephan Castle, from the top of which one can see as far as the Prescelley Mountains in Pembrokeshire, Worm's Head in Gower, and, inland, towards Carmarthen. The principal hotel at Ferryside is the "White Lion." Skirting the Towy, we now pursue our way to CARMARTHEN JUNCTION, where are a letter-box, a telegraph office, and refreshment-rooms. A short branch communicates with

CARMARTHEN

(*For Llandyssil, Newcastle Emlyn, and Aberystwyth*),

Fares—1st, 36/10; 2nd, 23/-; Parl., 18/5. Return—1st, 63/3; 2nd, 40/6.

231¼ miles from Paddington. The county town of Carmarthenshire is pleasantly situated on high ground near the right bank of the Towy, and commands wide views. Originally a Roman station, and the metropolis of the Welsh kings, it afterwards became subject to Norman lords; and its ancient castle, of which the towers still remain, was frequently the scene of fierce feudal conflicts. In St. Peter's Church, amongst other interesting monuments, are the tombs of the bold knight Sir Rhys ab Thomas of Carew Castle, who slew Richard III. at Bosworth; Dr. Robert Ferrar, Bishop of St. David's, who suffered martyrdom in March, 1555; and of the famous essayist, Sir Richard Steele, who died here in 1729.

Carmarthen is an educational centre of considerable importance—the principal scholastic foundations being the Presbyterian College, the Carmarthen Training College for South Wales and Monmouthshire, the Carmarthen Grammar School, and the Carmarthen High School for Girls. The surrounding district is of an agricultural character, especially rich in large dairy farms. A market is held on Saturday, and Thursday is an early-closing day. Large horse and stock fairs take place on the 15th of April, 3rd of June, 10th of August, and the 14th of November. Excellent salmon and trout fishing are to be had in the waters of the Towy, the Teifi, and the Gwilli. The neighbourhood is famous for its large production of home-made Welsh flannel. Next to the numerous churches and chapels, the larger buildings are the Guildhall and the Assembly

Rooms. The General Post Office is in King Street. The railway station is supplied with a letter-box, a bookstall, and a refreshment-room. Hotels—The "Ivy Bush," the "Boar's Head," and the "Half-Moon." (*Population*—10,338.) Press—*Carmarthen Journal, Carmarthen Reporter, Seren Cymru, Welshman.*

The branch line northwards from Carmarthen passes, on the right, the village of Abergwilly, and afterwards BRONWYDD ARMS, where is an ancient camp. The succeeding stations are CONWIL, LLANPUMPSAINT, and PENCADER—where passengers for Aberystwyth exchange carriages—while others pursue their way by LLANDYSSIL and HENLLAN to NEWCASTLE EMLYN. Coaches here meet the train and travel through the charming Teifi Valley by *Cenarth* and *Llechryd* to CARDIGAN. From Pencader extends the "*Manchester and Milford Railway*," which, leading northward through *New Quay Road, Maesycrugiau, Llanybyther, Lampeter* (where is St. David's College), *Derry Ormond, Pont-Llanio, Tregaron, Strata Florida, Trawscoed, Llanilar*, and *Llanrhystyd Road*, affords a direct route to ABERYSTWYTH.

Resuming our westward progress from CARMARTHEN JUNCTION, we come to SARNAU and ST. CLEARS, where the rivers Taf and Gynin have their confluence. From here can be readily reached the charming little seaside resort of Pendine. At WHITLAND passengers can exchange for the branch that proceeds northwards through charming scenery, by LLANFALTEG, LOGIN, LLANGLYDWEN, RHYDOWEN, LLANFYRNACH, and GLOGUE, to CRYMMYCH ARMS, where the trains are in connection with a daily mail cart to and from *Newport*, a pleasant little seaside town of Pembrokeshire. Then by BONCATH and KILGERRAN, with its ruined castle, we come to

CARDIGAN,

Fares—1st, 1s 9; 2nd, 2s 6; 3rd, 2l 10½. Return—1st, 7s 3; 2nd, 4s -.

271¼ miles from Paddington. Cardigan is a quiet market town and small seaport on the banks of the Teifi, about three miles from Cardigan Bay. Its chief attraction for tourists lies in its vicinity to the picturesque scenery of the Teifi Valley, one of the most romantic bits being found in the neighbourhood of Kilgerran Castle, which is best approached by water. A charming drive can be taken by the mail omnibus, that runs twice daily by way of *Llechryd* and *Cenarth* to NEWCASTLE EMLYN STATION, the present terminus of the branch railway from Carmarthen. Another favourite road excursion leads to the healthful little watering-places of *New Quay* and *Aberayron*. The parish church and the Shire Hall are the chief public buildings of Cardigan. In High Street is

the General Post Office. A market is held on Saturday. The "Black Lion" is the leading hotel. (*Population*—3,447.) Press —*Cardigan Advertiser*, *Cardigan Observer*.

Another important service from WHITLAND is that which diverges southward over the Pembroke and Tenby section, which carries us through a changeful variety of upland, lowland, and maritime views. After passing NARBERTH, also KILGETTY AND BEGELLY, we reach SAUNDERSFOOT, a singularly charming little health resort overlooking a fine beach, likewise a most pleasant centre for delightful seaside and woodland rambles. Our next stop is at

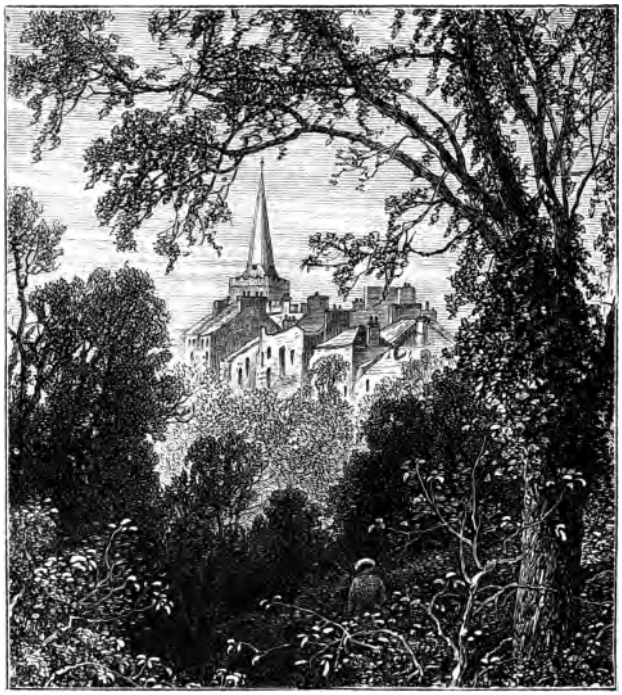
TENBY,

Fares—1st, 4/6; 2nd, 2/6/10; 3rd, 2/3. Return—1st, 7/9; 2nd, 4/6/11.

260¼ miles from Paddington, 142 from Bristol, 222½ from Birmingham, 271½ from Plymouth, and 230½ from Weymouth. The ancient corporate town of Tenby, which owes its origin to the Flemish settlers who came to Pembrokeshire during the twelfth century, is one of the prettiest watering-places to be found on the coast of Wales. An exquisitely mild and equable climate, a salubrious situation, and remarkably picturesque surroundings are some of its chief characteristics. The mass of limestone here jutting as a rocky promontory into the beautiful bay of Carmarthen divides the sea-front into two portions, respectively known as the North Sands and the South Sands, alike environed by lofty cliffs, which are at places mantled with foliage, and form an attractive site for the hotels, lodging-houses, and other marine residences of a fashionable health resort. Delightful sea-views may be obtained from the Castle Hill, a pleasant turfed promenade, supplied with numerous seats, and overlooking the fortifications of St. Catherine's Island. On its highest point stands a fragment of the old Norman fortress, now used for a local museum; while not far distant is the Welsh National Memorial to the late Prince Consort. In the vicinity are spacious baths, and excellent bathing can also be enjoyed from the sands, which are noteworthy for their firmness and extent. In the suburbs are well-kept lawn-tennis courts and cricket grounds. The parish church is a thirteenth-century edifice, containing some interesting monuments. Tenby is well supplied with public buildings, owns excellent club accommodation at the Tenby and County Club (of which visitors may become temporary members), and may also be described as a pleasant and convenient place of residence. In High Street is the General Post Office. A market is held on Saturday, and Thursday is an early-closing day.

Amongst the many favourite excursions to be enjoyed by land and water is a trip to Caldy Island, where sea-birds and their nests *abound*. Here, too, stand a lighthouse, also the ruins of a priory.

Other attractive destinations are "Merlin's Cave;" Giltar Point, with its rocks and caverns; the caverns of Lydstep, in the vicinity of extensive views; that lovely spot the Valley of Caverns; and



A GLIMPSE OF TENBY CHURCH.

the majestic rock scenery in the neighbourhood of St. Gowan's Head. These, together with the cave called Hoyle's Mouth, near Penally, and the Ridgeway, overlooking in one direction the mountains of Pembrokeshire, and in the other Carmarthenshire, Gower, the Black Mountains, and the coast of Devonshire, are sure to afford the visitor delightful experiences, as will trips to the ruined castles of Carew and Manorbier, also to Stackpole Court, the beautiful seat of Lord Cawdor.

PEMBROKE CASTLE.
(From a photograph by Mr. Harvey Barton, Bristol.)

At Tenby station are a letter-box and a bookstall. During the summer season through carriages are provided from and to Paddington by certain expresses running *via* Bristol and *via* Gloucester. During this season, too, visitors may avail themselves of local railway tours, special cheap return tickets being issued for Lydstep Platform, Manorbier, Lamphey, Pembroke, Pembroke Dock, and other places of interest. Hotels—The "Royal Gatehouse," the "Coburg," and the "Lion." (*Population*—4,542.) Press—*Tenby Observer, Tenby and County News.*

The continuation of the railway extends through PENALLY to MANORBIER, where, near the cliffs, are the fine remains of Manorbier Castle, which may be inspected by visitors, but are partly occupied as a marine residence. Within a coast ramble of two miles are the celebrated Lydstep Caverns. Another four-mile run brings us to LAMPHEY, noteworthy for the ruins of Lamphey Palace, formerly a seat of the Bishops of St. David's. Our next station is

PEMBROKE,

Fares—1st, 4.3 6; 2nd, 27.2; 3rd, 21/8½. Return—1st, 74.9; 2nd, 47.6.

279¼ miles from Paddington. Pembroke, a small corporate town of considerable antiquity, is now chiefly noteworthy for the extensive remains of its noble castle. The stately pile, consisting of an inner and outer ward, is a remarkably perfect example of a Norman stronghold, although much of the structure dates from the fourteenth century. Its majestic keep, the gateways, and the singular Wogan Cavern, are amongst its most interesting features. A drive of a few miles southward affords access to some of the finest rock scenery on the coast of Pembrokeshire, including the Stack Rocks, the Caldron, the Huntsman's Leap, and St. Gowan's Head. The railway reaches its terminus at PEMBROKE DOCK, where reside large numbers of artisans, who are employed in the Royal Dockyard. Frequent ferries from Hobbs' Point communicate with New Milford. A market is held at Pembroke on Friday. The leading hotels are the "Lion" and the "King's Arms." (*Population*—14,978.) Press—*Pembroke Dock Gazette, Free Press, Pembrokeshire Times.*

Resuming our journey over the main line from WHITLAND JUNCTION, we reach CLYNDERWEN, whence a branch diverges through LLAN-Y-CEFN, MAENCLOCHOG, ROSEBUSH, and PUNCHESTON to LETTERSTON, a station on the high road to *Fishguard.* Then by CLARBESTON ROAD we travel to

HAVERFORDWEST

(*For St. David's, Fishguard, and Newport*),

Fares—1st, 42/-; 2nd, 26/3; Parl., 21/-. Return—1st, 72/3; 2nd, 46/-.

261¼ miles from Paddington. This ancient town was originally the capital of the Flemish colony settled here in the days of William

RUINS OF HAVERFORDWEST CASTLE.
(*From a photograph by Frith & Co., Reigate.*)

Rufus. These Flemings fortified their town with a strong castle of which little remains beyond the keep. The principal buildings of Haverfordwest include St. Mary's Church, a handsome mediæval edifice, and numerous other places of worship; the Shire Hall, the Victoria Reading Rooms, and the Corn Market; also the handsome Elizabethan pile devoted to the foundation Grammar School, and the Baptist College. In High Street is the General Post Office. A market is held on Saturday, and Thursday is an early-closing day. The Parade, a public walk above the river, affords charming views and leads to the ruins of an ancient priory. Five miles away, on the right of the road to Narberth, is Picton Castle, picturesquely situated above the confluence of the two rivers Cleddau. Conveyances are run daily from Haverfordwest by way of *Solva* to *St. David's*, also to *Fishguard* and to *Newport*. St. David's, once a city of renown, but now a mere village, principally famous for its noble cathedral, may be reached by a drive of sixteen miles. The principal hotel at Haverfordwest is the "Castle." (*Population*—6,179.) Press—*Haverfordwest Telegraph*, *Pembrokeshire Herald*.

LOWER FISHGUARD.
(*From a photograph by Mr. E. Edwardes, Fishguard.*)

ST. DAVID'S CATHEDRAL.

Running on, we come to JOHNSTON, whence a short branch southward leads to MILFORD, a town standing on the right side of the Haven, in a site of singular beauty, and near to the docks, which may lead to the initiation of an Atlantic passenger service between Milford and New York. The principal hotel at Milford is the "Lord Nelson." Four miles from JOHNSTON we now reach

NEW MILFORD

(*For Waterford and Cork*),

Fares—1st, 4s 6; 2nd, 2s 2; 3rd, 1s 8½. Return—1st, 7s 9; 2nd, 4s 6.

270¼ miles from Paddington, 153 from Bristol, 233 from Birmingham, 281½ from Plymouth, and 240¼ from Weymouth. New Milford,

the terminus of the "*Great Western*" line in South Wales, is about five miles from Milford, and from it there is regular steam communication with Ireland—the steamers running daily to Waterford, Sundays excepted; also on Tuesdays, Thursdays, and Saturdays to Cork. Steamers sail for Waterford about 2 A.M. Milford Haven, one of the finest harbours in Europe, is accessible at all states of the tide for the largest vessels. Ferries cross between New Milford and Hobbs' Point for Pembroke Dockyard at frequent intervals throughout the day, the last boat leaving Hobbs' Point at 8.30 P.M.

The town of Milford and neighbourhood being close to the Atlantic, the air is always remarkably pure and fresh, and the climate equable. Interesting excursions can be made to Carew Castle, to Manorbier Castle, and to Pembroke Castle, also to St. David's Cathedral; or by small steamers up the river to Haverfordwest. The villages of Little Haven and Broad Haven afford facilities for sea-bathing, having the advantages of hard sands, in addition to beautiful rock scenery and pleasant walks.

Passengers holding through tickets to and from Ireland may here break their journey. During the summer, tourist tickets, available for two months, are issued to New Milford from the principal stations on the "*Great Western Railway*," and passengers holding such tickets may break their journey at Chepstow, Newport, Cardiff, Bridgend, Neath, Swansea, or Haverfordwest, going and returning, according to route. At the railway station are a letter-box, a telegraph office, and a bookstall. The "South Wales Hotel" is under the management of the "*Great Western Railway*."

MAP

OF

IRELAND,

IN

DIRECT EXPRESS CONNECTION

WITH

LONDON,

LIVERPOOL,	MANCHESTER,
BIRMINGHAM,	WORCESTER,
GLOUCESTER,	CHELTENHAM,
PLYMOUTH,	EXETER,
TORQUAY,	TAUNTON,
BATH,	BRISTOL,
CARDIFF,	SWANSEA,

SOUTH WALES,

AND THE

CHANNEL ISLANDS,

VIA THE

GREAT WESTERN RAILWAY.

CORK, BANDON AND SOUTH COAST RAILWAY.

GLENGARRIFF AND THE LAKES OF KILLARNEY

By the "PRINCE OF WALES' ROUTE," via NEW MILFORD, or BRISTOL and CORK.

During the Tourist Season (May 1st to October 31st) through RETURN CHEAP "CIRCULAR TOUR" TICKETS are issued at the principal Stations on the "Great Western" and other chief English Railways, to Killarney, by this favourite and expeditious Route.

ON AND AFTER 1ST MAY EACH YEAR WELL-APPOINTED FOUR-HORSE COACHES RUN, THROUGH THE TOURIST SEASON, DAILY (SUNDAYS EXCEPTED) BETWEEN BANTRY, GLENGARRIFF, KENMARE, AND KILLARNEY, TO MEET TRAINS TO AND FROM CORK (STOPPING AT VICKERY'S HOTEL, BANTRY, FOR REFRESHMENTS).

SOUTH OF IRELAND CIRCULAR TOUR.

CORK, BANTRY, GLENGARRIFF, KENMARE, AND THE LAKES OF KILLARNEY,

VIA NEW MILFORD AND CORK.

☞ TICKETS* FROM ALL CHIEF STATIONS.

* Tickets are issued in London, available one way, *via* New Milford and Steamer to Cork, and the other way, Cork to Bristol by Steamer.

GLENGARRIFF.—"What appears chiefly to impress the mind in this lovely region is the deep conviction you feel that there is no dramatic effect in all you behold, no pleasing illusions of art; that it is Nature you contemplate, such as she is, in all her wildness and all her beauty."

By this Celebrated Route a direct and expeditious connection is also given with the English and Dublin down and up day mails to and from Cork for Glengarriff and Killarney, via Bantry.

NOTE.—Passengers Booking through in England should be certain to inquire for Tickets by the "Circular Tour" Route for Glengarriff and Killarney.

For full particulars, see Tourist Programmes and Pictorial Time Tables, sent free upon application to undersigned; or apply to Messrs. COOK & SON; the Superintendent of the Line, "*Great Western Railway*," Paddington; or at the Company's London Office, 2, Charing Cross.

E. J. O'B. CROKER, General Manager.

Albert Quay Terminus, Cork, December, 1896.

For "Cork, Bandon and South Coast Railway," see page 294.

C.—New Milford to Waterford, for Kilkenny, Maryborough, and Dublin; for Dungarvan, Lismore, Mallow, and Killarney; for Clonmel, Limerick Junction, Limerick, Killaloe, Ennis, Lisdoonvarna Spas, Miltown Malbay, Athenry, Galway, Tuam, Kilkee, Ballybunion, Tralee, and Killarney; also from New Milford to Cork for Blarney, Youghal, Queenstown, and Kinsale; and *via* Mallow, Macroom, or Glengariff to Killarney.

VIEW NEAR TEMPLEMICHAEL.

THE traveller who has not yet approached Ireland by the picturesque waterway of the Suir has still in store a very charming sail, which in many of its reaches may fairly compare with those enchanting vistas of Scottish scenery that greet the tourist during a trip over the well-known Caledonian Canal. Apart from the undeniable scenic attractions associated with the "*Great Western*" route to the Emerald Isle, it can claim to be the only regular express and short sea service that brings Paddington, the Midland Counties, the Channel Islands, the West of England, and South Wales into direct and immediate connection with the South of Ireland, including the cities of Waterford, Kilkenny, Limerick, and Cork. As a rule, the Irish tourist, confining his explorations to the province of Munster, is principally desirous to visit the beauties of the Blackwater, the lakes and mountains of Killarney, Glengariff, and Bantry Bay, the Shannon district, and the rocky coasts of Kerry and Clare. Perchance, too, he may wish to cross into Connaught and penetrate the wild recesses of Connemara. Each and all of these attractive centres are easily reached by means of the railways that diverge from Waterford. And those whom business or pleasure may lead to Dublin can travel thence over the "*Waterford and Central Ireland Railway*," and agreeably break their journey in order to view the ancient city of Kilkenny.

The "Irish Mail" leaves Paddington every week-day evening at 6.10 P.M., and about the same time a special express starts from Birmingham (*Snow Hill Station*) with through carriages to Cardiff, where passengers exchange into the London train, which arrives about ten o'clock. Passengers from Weymouth, Plymouth, Torquay, Exeter, and Taunton usually make their connections *via* Bristol and the Severn Tunnel. Through tickets are issued from all "*Great Western*" stations to Waterford and the principal stations in the South of Ireland. Tickets for single journeys are available for one week, and return tickets for one calendar month. First and second-class passengers are permitted to break their journey at Gloucester, Chepstow for Tintern Abbey, Swansea, New Milford, and Waterford. Third-class passengers are allowed similar stopping facilities, excepting at Chepstow and Swansea. Holders of through tickets to Limerick may pause *en route* at Clonmel, Caher, and Tipperary; those booked to Lismore, at Dungarvan; and others travelling *via* Maryborough to Dublin, at Kilkenny. It should be noted that the through tickets do not cover the cost of transfer between the Adelphi Quay and the railway stations at Waterford.

Another Irish service that demands our attention is that which three times weekly affords direct access to Cork *via* New Milford and Passage. The powerful steamers employed on this route sail in connection with the 3.35 P.M. express from Paddington, which travels *via* Bristol and the Severn Tunnel. Departures from New Milford take place every Tuesday, Thursday, and Saturday, after the arrival of the London express, and the boats arrive at Passage on the following morning. Passengers can either proceed to Cork by the first tide, or travel thither by trains that run in connection with the steamers. Cork is the starting-point for tourists travelling by the picturesque "*Prince of Wales' Route*" to Glengariff and Killarney, by way of Bantry Bay.

PRESUMING that the passenger to Ireland has arrived at New Milford, little difficulty will be experienced in embarkation, as the station is in immediate communication with the steamer. The "*Great Western*" Irish fleet comprises four spacious and comfortable boats, respectively known as the "*Pembroke*," the "*Milford*," the "*Limerick*," and the "*Waterford*." The saloons are well supplied with berths, and those who prefer to at once retire to rest will probably be fast asleep before the hour expires which is taken to get out of Milford Haven and on the ocean passage.

Soon after sighting the distant coast of Ireland, we find the steamer nearing the Saltee Islands. These are soon left on the *right* as the vessel takes a westerly course towards Hook Head, a *narrow* promontory marked for centuries by the lighthouse-tower

which distinguishes this eastern boundary of Waterford Harbour. As we enter its comparatively smooth waters, we gain a glimpse on our left of the long shore-line that extends southward by Tramore, Dungarvan, and Youghal; while at various points from east to west we may discern the bold peaks or long ranges of the Irish mountains, of which the more noteworthy are the Sugarloaves of Wicklow, the Commeraghs, and the Galtees, with the well-defined summit of Tory Hill.

Our charming sail is continued over the wide waters of Waterford Harbour, formed by the estuaries of the Suir and the Barrow. On its western shore is the pleasant little watering-place of Dromore, the cliffs in this direction extending to Creadon Head. On the opposite or Wexford coast is Loftus Hall, a stately seat owned by the Marquis of Ely; Broomhill, another headland; and, farther on, the old fort of Duncannon. Again, looking to the left, we see Woodstown Strand, the ruined Geneva Barracks, and the little village of Crook. Then, with the pretty riverside village of Arthurstown on our right, we approach the quaint fishing settlement of Passage; and on our left perceive Ballyhack, a little market town. Soon a small tower, or toll-house, known as Buttermilk Castle, which can be seen on the wooded cliff, reminds us of the neighbouring ruins of Dunbrody Abbey, to which it was once attached as the point for collecting the shipping dues levied by the Cistercian monks. A short distance around we notice the Barrow, dividing the counties of Wexford and Kilkenny, and flowing from New Ross towards its confluence with the mouth of the Suir. Continuing our course over the latter river, with the county of Waterford still on our left, we sail on amidst exquisitely-wooded hills and bright green banks towards the Queen's Channel, leaving the older and more circuitous King's Channel on our left, as for a time we skirt Little Island, which here divides the two branches of the stream. And thus through defiles of riverside and woodland beauty, dotted here and there with pleasant residential seats, we approach

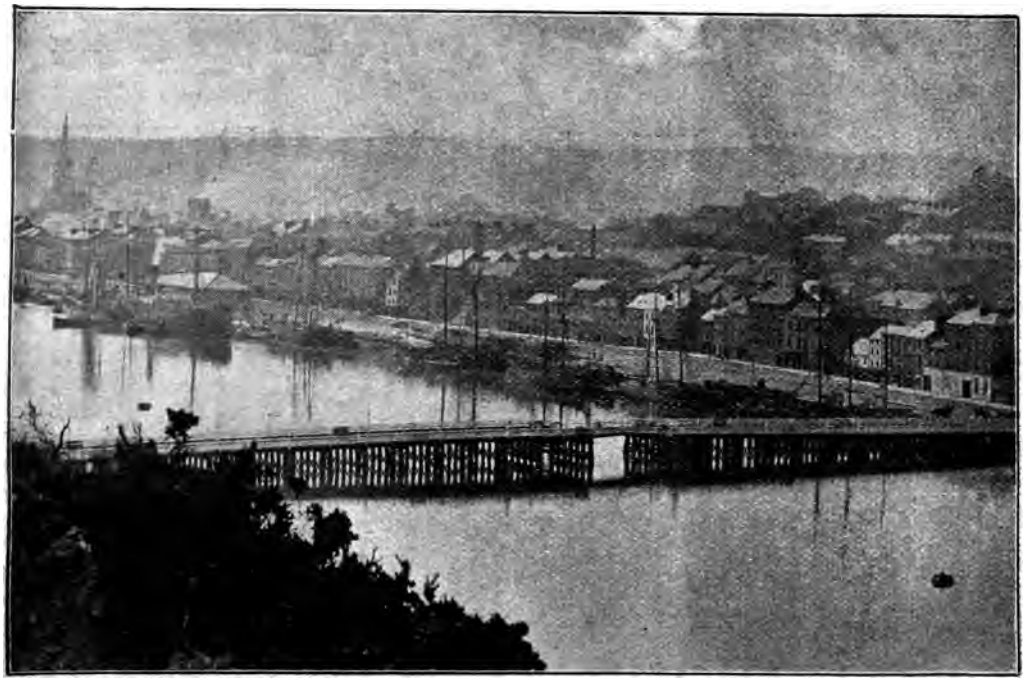
WATERFORD,

Adelphi Quay

(*For Kilkenny, Lismore, Killarney, Limerick, Lisdoonvarna, and Connemara*),

From Paddington—	1st, 46/-	; 2nd, 35/6	; Parl., 20/-.	Return—	1st, 76/-	; 2nd, 59/-	; Parl., 33/6.
,, Birmingham—	,, 44/-	; ,, 34/6	; ,, 18/9.	,,	,, 71/6	; ,, 58/9	; ,, 31/3.
,, Wolverhampton—	,, 45/2	; ,, 35/4	; ,, 19/2.	,,	,, 75/6	; ,, 55/3	; ,, 32/-.
,, Gloucester—	,, 35/-	; ,, 28/-	; ,, 14/8.	,,	,, 58/6	; ,, 46/9	; ,, 24/6.
,, Plymouth—	,, 63/6	; ,, 47/-	; ,, 28/8.	,,	,, 103/6	; ,, 77/-	; ,, 52/6.
,, Bristol—	,, 35/6	; ,, 26/6	; ,, 18/-.	,,	,, 57/9	; ,, 43/-	; ,, 31/3.
,, Cardiff—	,, 28/-	; ,, 21/-	; ,, 14/6.	,,	,, 46/9	; ,, 35/-	; ,, 24/3.

384 miles from Paddington, 347 from Birmingham, and 237 from Bristol; also 31 from Kilkenny, 110½ from Dublin, 43 from



WATERFORD.

(From a photograph by Messrs. Poole & Co., Waterford.

Lismore, 116 from Killarney, 108 from Cork, 77 from Limerick, 129, from Lisdoonvarna *via* Ennistymon, and 150½ from Galway *via* Athenry. This ancient city and seaport, of some thirty thousand inhabitants, is situated on the southern bank of the Suir. Charming views of the town and of the verdant Suir Valley may be obtained from Cromwell's Rock, or from the stony heights of Mount Misery. Waterford was originally the seat of a Danish colony, and early in the eleventh century was a walled town of some importance, the old fortification of Reginald's Tower still giving some idea as to the massive character of its early defences. In 1770, by the marriage of Eva, daughter of Dermot M'Murrough, King of Leinster, with Richard de Clare, Earl of Pembroke, better known as "Strongbow," Waterford, with much of its surroundings, came into the possession of the Anglo-Normans. It is at present one of the most prosperous mercantile, railway, and shipping centres for the agricultural produce of southern Ireland. The chief thoroughfares are the Mall, where stands the Town Hall, and the Quay, a long riverside terrace leading towards the principal railway termini. Here are the Custom House, the General Post Office, and a Clock Tower. Cathedrals for the Protestants and Roman Catholics, various other places of worship, and the Court House are the more noteworthy public buildings.

Waterford and its adjacent counties are celebrated for their immense production of live stock, bacon, lard, butter, and general dairy produce. A market is held on Saturday. The headquarters of the "*Great Western Railway*" are near the landing-stage, and every information relating to goods and passenger traffic to or from the South of Ireland *via* the "New Milford Route" may be obtained of Mr. J. Sims at the Company's Offices on the Adelphi Wharf, Waterford. The leading hotels are the "Adelphi," the "Imperial," and "Commin's." (*Population*—21,693.)

Daily Press—*Waterford Daily Mail.* Weekly—*Munster Express, Waterford Chronicle, Waterford Citizen, Waterford Mirror, Waterford News, Waterford Star, Waterford Standard.*

The accompanying map of Ireland will afford some idea of the extensive railway communications which are connected with Waterford, the natural seaport of the south. Apart from the short line that supplies the means of communication with the attractive little watering-place of Tramore, which faces the Atlantic, there are three important main routes of traffic. The "*Waterford and Central Ireland Railway*" owns a capital of £640,758, and 66½ miles of permanent way. It furnishes a direct route northward by *Kilmacow, Mullinavat, Ballyhale, Thomastown,* and *Bennet's-bridge,* to KILKENNY, an interesting city of considerable antiquity, famous for Kilkenny Castle, the magnificent seat of the Marquess of Ormonde; the graceful

THE LAKES OF KILLARNEY.
(From a photograph by Mr. Payne Jennings, Ashtead.)

Gothic pile of St. Canice's Cathedral, and many other antiquities. Hotels—The "Club House," the "Victoria," and the "Imperial." From Kilkenny the line extends through *Ballyragget, Attanagh,* and *Abbeyleix* to MARYBOROUGH. Here connections are made with the expresses of the "*Great Southern and Western Railway,*" that, *via Portarlington, Monasterevan, Kildare, Newbridge, Sallins, Straffan, Hazlehatch, Lucan,* and *Clondalkin,* communicate with DUBLIN. Its leading hotels are the "Shelbourne," "Morrisson's," the "Hibernian," "Maple's," the "Gresham," the "Central," and "Jury's."

Another short but highly important road is that of the "*Waterford, Dungarvan, and Lismore Railway,*" owning a capital of £393,333 and 43 miles of line. It not only supplies communications with the Blackwater District, but by means of working arrangements with the "*Great Southern and Western*" system effects a direct connection with the Lakes of Killarney. The route from Waterford serves the small stations of *Kilmeadan, Carroll's Cross, Kilmacthomas,* and *Durrow,* ere reaching DUNGARVAN, a little seaport and market town, whence it extends by *Cappagh* and *Cappoquin* (Hotel, "Morrisey's"), well known for the neighbouring monastery of Mount Melleray, to LISMORE ("Devonshire Arms Hotel"), for the baronial pile of Lismore Castle, a seat of the Duke of Devonshire, also for the exquisitely lovely scenery of the Blackwater. From Lismore the railway passes *Tallow Road, Ballyduff, Clondulane,* FERMOY for the branch service *via Glanworth* to MITCHELSTOWN; *Ballyhooly,* and *Castletownroche,* ere reaching MALLOW JUNCTION ("Royal Hotel"). Here passengers exchange carriages for the trains which travel *via Mourne Abbey, Rathduff,* and *Blarney* to CORK and QUEENSTOWN. Westward, tourists travel through *Lombardstown* to *Banteer,* whence a branch diverges *via Kanturk* to NEWMARKET; to *Millstreet, Rathmore,* and *Headford Junction,* where they can join the trains which are run *via Loo Bridge, Morley's Bridge,* and *Kilgarvan* to KENMARE; and to KILLARNEY, perhaps the best-known spot in all Ireland. Within the thirteen miles of incomparable lake and mountain scenery that here abound are countless bits of beauty. Presuming that we start from the Lower Lake, we should remember its scattered green islands, especially Innisfallen, and Ross with its grey ruins; the pretty bays of Castlelough and Glena, and O'Sullivan's Cascade. At Brickeen Bridge we can enter on the Middle or Muckross Lake, a considerably smaller but charming sheet of water, near the Torc Cascade, the Torc Mountain, and those sweet spots, the "Meeting of the Waters" and the Old Weir Bridge. Thence we reach the Long Range, which expands towards the Upper Lake, the smallest but perhaps the grandest of these peerless waters. Here is the well-known Eagle's Nest, a finely-wooded cliff, and not far away is

Derricunihy Waterfall. Magnificently comprehensive views i
be gained from Aghadoe Church on the north, and from Mulgr
Police Barracks on the south, while eastward the Tore Cascade,
westward the Purple Mountain supply glorious vantage-poi
Neither should we f rget such m untain giants as Mangerton,
Tomies, and Macgillicuddy's Reeks, with their highest sumi
Carrauntuohill, rising some 3,414 feet above the sea, nor the rug
wildness that characterises the Gap of Dunloe. The lead
hotels of Killarney are the "Great Southern and Western Railw
the "Royal Victoria," and the "Lake." From KILLARNEY
railway extends by *Ballybrack* to *Farranfore*. Here passengers
join the trains which are run over a line that trends in a so
westerly direction through *Maleigh*, *Castleisland*, and *Millt*
to KILLORGLIN, and thence *via Cargh Lake*, *Glenbeigh*, *Mount*
Stage, *Kells*, and *Cahirciveen* to VALENTIA HARBOUR. This
taken in connection with a coach drive of fifty miles thro
Waterville, Derrynane, Sneem, and Blackwater to KENMARE sta
for KILLARNEY affords a charming tour through the pictures
Lake and Fiord District of south-west Kerry, described by L
Macaulay as "the most beautiful portion of the British Isles."
suming their journey at *Farranfore* tourists can travel by a bra
that leads to *Castleisland*, or *via Gortatlea* they may reach TRA
whence the "*Waterford, Limerick and Western*" system furni
a route to the Shannon district, the coast of Clare, and Connem

Finally we should notice the important system of the "*Waterf*
Limerick and Western Railway," which provides direct acces
Limerick, and to the watering-places of Kerry and Clare; also
Ennis and Athenry to Galway, for the Connemara Tour; and
Limerick Junction or *via* Tralee to Killarney. Its authorised cap
amounts to £2,822,561, and its lines extend over 350¼ miles.
main line, in conjunction with that of the recently-compl
"*West Clare Railway*," extending from Ennis, stretches i
north-westerly direction from the southern to the western c
of Ireland. After leaving Waterford the trains first traverse
fishing district of the Suir Valley, and further on afford
views of the Knockmealdown and Galtee Mountains. Pas
Grange, *Fiddown* within a short car-drive of Curraghmore,
fine seat of the Marquis of Waterford. *Carrick-on-Suir*,
Kilsheelan, we come to CLONMEL, where passengers exchange
the branch that, *via Fethard*, *Farranalbin*, *Lujan's Bridge*,
Horse-and-Jockey within three miles of the interesting ruin
Holy Cross Abbey, communicates with THURLES, whence cer
trains run direct to DUBLIN *Kingsbridge Terminus*. The
ceeding main-line station is CAHIR, which is within a drive of
grey ruins that are finely grouped on the Rock of Cashel. By *Ba*

we pass to *Tipperary*, an agricultural and military centre, and thence run onwards to LIMERICK JUNCTION, one of the chief exchange stations on the "*Great Southern and Western Railway*," which, with a capital of £8,830,819, owns 565½ miles of track. Here passengers can join the express services to MALLOW, KILLARNEY, CORK, and QUEENSTOWN. A letter-box, a telegraph office, a book-stall, and a refreshment-room are on the platform. Near the station is the "Railway Junction Hotel." After a pause our train still proceeds westward by *Oola, Pallas, Dromkeen, Boher*, and *Killonan* to

LIMERICK,

Fares—1st, 60/-; 2nd, 47/-; 3rd, 26/5. Return—1st, 100/-; 2nd, 78/3; 3rd, 33/6.

461 miles from Paddington. The ancient city of Limerick seated by the wide waters of the stately Shannon, is the principal seaport of western Ireland; while its position, amidst a grazing and dairy district, has promoted an extensive export trade in bacon, butter, flour, condensed milk, and agricultural produce. From its principal thoroughfare, George's Street, access can be obtained to Sarsfield Bridge, a fine roadway across the river; also to Patrick Street, where stands the Town Hall. Through the Irish Town we come to the New Bridge, leading to the English Town, and the old Gothic pile of St. Mary's Cathedral. The Roman Catholic Cathedral is but a short distance to the right. Still passing on, we reach Thomond Bridge, close by which are the massive remains of King John's Castle. On the opposite side of the river stands the Treaty Stone, which on the 3rd of October, 1691, witnessed the signature of the memorable agreement between Sarsfield and Ginckel, the disregard of which caused Limerick long to be known as the "City of the Violated Treaty." In Lower Cecil Street is the General Post Office. Hotels—The "Royal," the "George," and the "Glentworth." (*Population* — 37,032.) Press — *Limerick Chronicle, Limerick Leader, Limerick Reporter, Munster News, Southern Advertiser.*

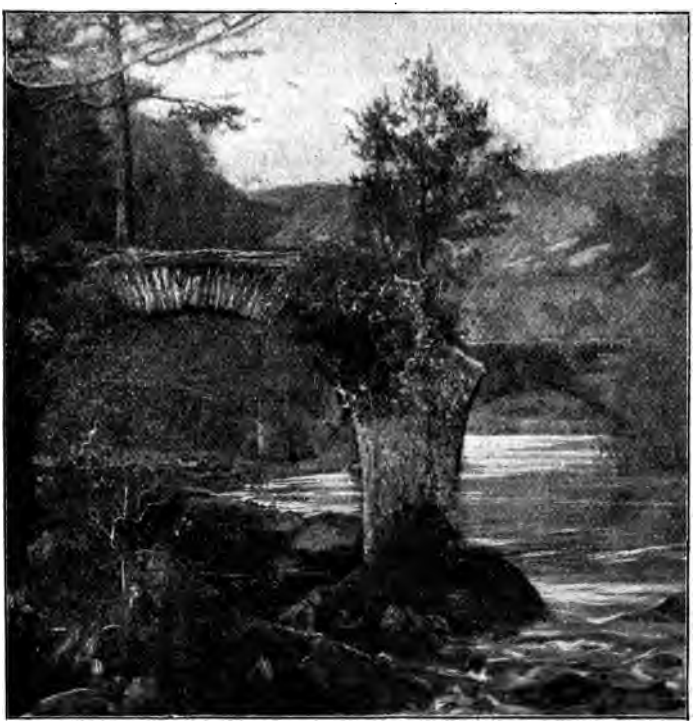
LIMERICK is not only directly connected by railway with Dublin, Waterford, and Cork, but, by means of three important extensions of the "*Waterford, Limerick and Western*" services, access is afforded northwards to Connemara, westward to the Atlantic seaboard, here formed by the rocky coast of Clare, and southward to Killarney. A short branch through *Killonan, Lisnagry, Castleconnell*, famous for the rapids of the Shannon, and *Birdhill*, also leads to KILLALOE in the Shannon Valley, and at the foot of Lough Derg.

The northern line from LIMERICK extends through *Long Pavement, Cratloe, Sixmilebridge, Ballycar and Newmarket, Ardsollus and Quin*, and *Clare Castle* to ENNIS, a market town on the Fergus. Here an exchange to the trains of the "*West Clare Railway*" permits access by way of *Corofin* and *Wilbrook* to *Ennistymon*, whence

passengers can travel direct to the deservedly celebrated health-resort of LISDOONVARNA SPAS (Hotels: the "Queen's," the "Eagle," the "Imperial," and the "Atlantic View"), whence they may visit the famous Cliffs of Moher, Black Head, and the Corkscrew Road. The railway is continued through *Lahinch* to MILTOWN MALBAY, a small coast town not far from Spanish Point, a quiet bathing-place; and thence *via* the coast of Clare, through *Quilty, Kilmurry, Craggaknock, Doonbeg,* and *Moyasta Junction* to the popular watering-places of KILRUSH and KILKEE. The latter, one of the favourite health-resorts of Ireland, is most attractive for its Atlantic views, grand cliff and cave scenery, and excellent bathing accommodation. Hotels: "Moore's," the "Royal Marine," and the "West End." Resuming our northern course at ENNIS, we successively pass by *Crusheen, Tubber, Gort, Ardrahan, and Craughwell* to ATHENRY, where another exchange enables us to join the through expresses of the "*Midland Great Western Railway*," which commands a capital of £6,529,946, and controls 538½ miles of road. By *Oranmore* this system enters GALWAY, the favourite starting-point for the Connemara Tour. The "*Waterford, Limerick and Western*" line is continued through *Ballyglunin* to TUAM. An extension thence *via Castlegrove, Milltown,* and *Ballindine* affords access to CLAREMORRIS, where tourists can join the "*Midland Great Western*" services for SLIGO, KILLALA, WESTPORT for North Connemara, and ACHILL.

Our southern journey from LIMERICK leads us by *Patrick's Well* and *Adare* to *Ballingrane Junction.* Here diverges a branch that *via Askeaton* communicates with FOYNES, a port on the Shannon, whence in the summer a steamer in connection with the noon train sails *via Tarbert* to *Kilrush.* Hence car services convey passengers to KILKEE. Rejoining the southerly line at Ballingrane Junction, we run through *Rathkeale, Ardagh, Newcastle, Barnagh, Devon Road, Abbeyfeale,* and *Kilmorna* to *Listowel,* where we may join the singularly interesting "*Listowel and Ballybunion Railway,*" its peculiarity consisting in the fact that the train is constructed on the Lartigue system, being suspended from a single central rail. The line extends by *Liselton* to BALLYBUNION, a pleasant little watering-place with good cliff scenery ("Castle Hotel"). Still bearing southward, and pausing *en route* at *Lixnaw, Abbeydorney,* and *Ardfert,* we approach TRALEE, a market town and seaport of Kerry. Hence a westward branch extends through *Spa* and *Kilfenora* to FENIT; while another line affords a means of communication with *Castle Gregory,* also *via Anascaul* and *Lispole* with DINGLE on the shore of Dingle Bay. Tourists can also travel *from* TRALEE *via Farranfore* to KILLARNEY.

Again at NEW MILFORD, we should briefly notice the course of



CROMWELL'S BRIDGE, GLENGARRIFF.
(*From a photograph by Messrs. Grey & Co. Limited, Cork.*)

the fine boats owned by the "*City of Cork Steam Packet Company*," which are run three times weekly in connection with expresses from Paddington and the Midlands, and thus supply direct access to

CORK

(*For Macroom, Bantry, Glengarriff, and Killarney*),

Fares—1st, 48/-; 2nd, 38/-; Parl., 21/4. Return—1st, 80/-; 2nd, 63/3; Parl., 37/10.

430 miles from Paddington, 62 from Killarney *via* Mallow, and 105 *via* Glengarriff. Cork, the chief city of South Ireland, owns a

romantic situation on the banks of the Lea, which here flows toward its beautiful estuary, Cork Harbour. The capital of Munster i principally known as a prosperous seaport, which acts as a receiv ing depôt for huge consignments of live stock, dairy produce, and various agricultural commodities, that are shipped hence to th English markets. Amongst its chief streets are the fine thorough fares of the South Mall, the Grand Parade, Great George Street and Patrick Street; while its public buildings include such note worthy architectural compositions as St. Finbarre's Cathedral Queen's College, the Royal Cork Institution, the Court House, and various Protestant or Roman Catholic places of worship. In Pem broke Street is the General Post Office. The "Imperial" and the "Victoria" are the leading hotels. *Population*—75,070.)

Cork is an important starting-point for three distinct routes t the Lakes of Killarney, viz. *viâ* Mallow by railway direct; *vi* Macroom and thence by car; and *viâ* the picturesque "Prince o Wales's Route," which commences with a pleasing journey ove the "*Cork, Bandon, and South Coast Railway*" to *Bantry*, and is continued by a charming drive to GLENGARRIFF, a centr of magnificent gla and mountai scenery, especially in the neighbour hood of Bantry Bay and Cromwell' Bridge. "Roche's" and the "Eccles" are superior hotels On the following day another drive of some forty miles opens out a succes sion of exquisitely beautiful prospects which culminate amidst the enchant ing surroundings o KILLARNEY.

GLENGARRIFF AND BANTRY BAY.

Daily Press—*Cork Constitution*, *Cork Examiner*, *Cork Daily* *Herald*, [illegible] Weekly Press—*Cork Weekly* *Herald*, [illegible] *News*.

THE MIDLAND COUNTIES AND NORTH WALES SERVICES.

VI.—LONDON, PORTSMOUTH, SOUTHAMPTON, AND WINCHESTER TO THE MIDLANDS, NORTH WALES, AND THE NORTH OF ENGLAND.

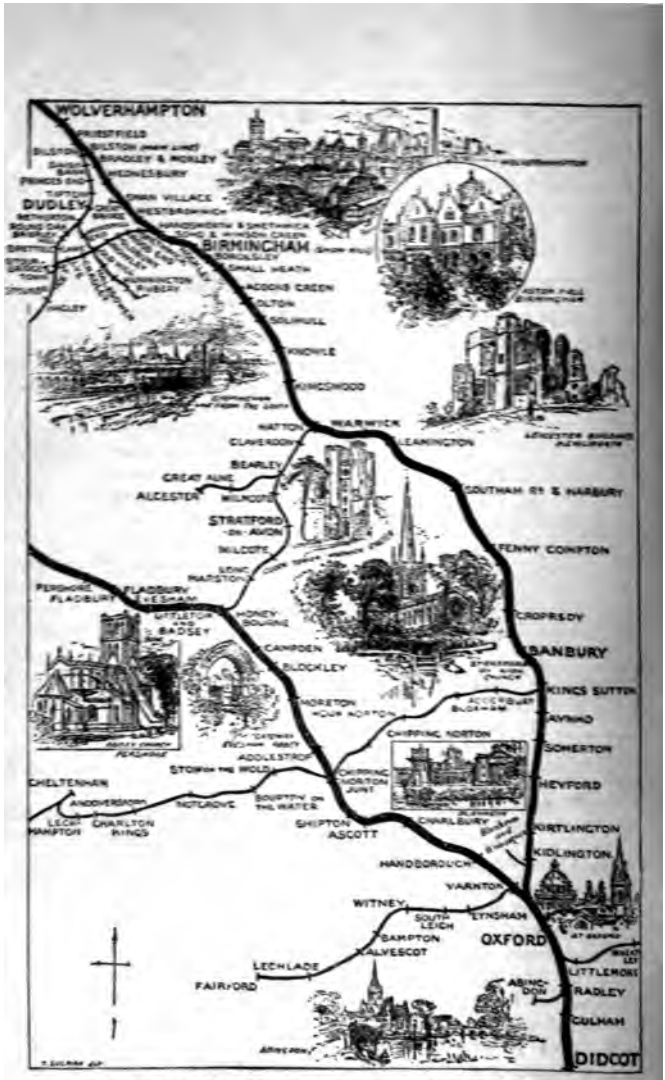
THE OXFORD, BIRMINGHAM, AND WOLVERHAMPTON EXPRESSES.

A.—PADDINGTON TO DIDCOT JUNCTION; ABINGDON; OXFORD; BLENHEIM AND WOODSTOCK; BANBURY, LEAMINGTON, AND WARWICK; ALCESTER AND STRATFORD-ON-AVON; BIRMINGHAM, WEST BROMWICH, WEDNESBURY, AND WOLVERHAMPTON.

BLENHEIM PALACE

OUR journeys will now be directed to the wealthy and ever busy Midlands, to the populous manufacturing cities of Lancashire, and to the great seaports of the Mersey, also towards the peculiarly charming scenery of North Wales. In order as far as possible to show this immense traffic in its natural channels it will be described in three groups. The first of the sub-sections will treat of the main line to the Midland Counties and its branches as far as Wolverhampton; the second will take up its continuation as the North main line from Wolverhampton *via* Wellington to Manchester, and *via* Shrewsbury to Chester, to Birkenhead and to Liverpool; while the third will describe the tourist district of North Wales, which diverges from the preceding route at Ruabon.

The present journey may be described as one which primarily emanates from Paddington, but receives many accessions ere it leaves the original West of England trunk line at Didcot Junction. Its principal tributaries are received at Reading, where passengers travelling from the Isle of Wight, Portsmouth, Southampton, Bournemouth, and Winchester, *via* the Basingstoke branch, can join the through expresses; and from Winchester and Newbury at Didcot Junction; also from the Channel Islands and Weymouth *via* Chippenham and Swindon. At Didcot Junction the "Midlands



ROUTE MAP.—VIII. DIDCOT TO OXFORD, LEAMINGTON, WARWICK, BIRMINGHAM, AND WOLVERHAMPTON.

PANORAMIC MAP

OF THE

GREAT WESTERN RAILWAY.

Section IV.

TORQUAY

as a RESIDENTIAL CENTRE is remarkable for its salubrious climate, its pleasantly-situated villas, an excellent sanitary system, high-class business establishments, and a good train service.

ESTABLISHED 1805.

COX & SON, F.A.I.,

AUCTIONEERS, HOUSE AND ESTATE AGENTS,

SURVEYORS, VALUERS, &c. &c.

VICTORIA PARADE.

A PRINTED LIST of all the principal Houses and Estates to be Sold or Let in TORQUAY and the WEST OF ENGLAND free on application.

THE STRAND, TORQUAY, FROM THE "QUEEN'S HOTEL."
(From a photograph by Messrs. Cox & Durrant, Torquay.)

TORQUAY.

KISTOR HOUSE.

This High-class Private Hotel and Boarding House

enjoys all the advantages of a south aspect, commanding uninterrupted sea and land views. It stands in its own garden, lawn, and tennis court, which are free to visitors; and it is likewise close to the Sea, Sands, Rock Walks, Gardens, Promenades, Piers, Railway Station, and Town. Excellent facilities for Bathing, Boating, and Fishing are to be found within easy reach of "Kistor House." The Hotel is also fitted with the latest sanitary improvements, and is heated by hot water.

HOT AND COLD BATHS. SMOKING ROOM.

TARIFF UPON APPLICATION TO **MRS. MANN, Proprietress.**

For Torquay, see page 137.

TORQUAY, A MOST CONVENIENT CENTRE FOR TOURS THROUGH PICTURESQUE DEVON.

TORBAY AND CUMPER'S HOTELS, *TORQUAY.*

THE above First-Class Hotels are admirably situated, facing due south. All the sitting-rooms overlook the Princess Gardens, and afford uninterrupted sea views over the entire bay.

100 NEWLY AND APPROPRIATELY FURNISHED AND DECORATED APARTMENTS:

INCLUDING

HANDSOME DRAWING, DINING, READING, SMOKING, AND BILLIARD ROOMS, CONSERVATORY.

A COMFORTABLE AND WELL-ORDERED ESTABLISHMENT.

UNIQUE ADVANTAGE OF EXIT FROM EACH FLOOR TO GARDENS IN REAR, AFFORDING PROTECTION FROM FIRE AND CONVENIENCE TO INVALIDS.

TABLE D'HÔTE AT SEPARATE TABLES. BEST COOKING AND ATTENTION. HYDRAULIC LIFT.

THE TORBAY AND CUMPER'S HOTELS, TORQUAY.
(*From a photograph by Mr. F. C. Dinham, Torquay.*)

"'The Torbay' is specially comfortable."—*The World.*

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Express" turns northward, and glides through the beautiful Thames Valley to Radley, whence a short western branch communicates with Abingdon, the old county town of Berkshire. About two miles farther the main line is joined by the supplementary route *via* Maidenhead, Wycombe, and Thame; and soon the train pauses at Oxford, where passengers exchange for the services to Witney and Fairford, also for the main route to Worcester and the Western Midlands. Oxford is also a station where passengers holding the combined railway and river "*Thames Valley Circular Tour Tickets*" can alight for the sailings of Messrs. Salter Brothers' Oxford and Kingston steamers (*see page* 277). These well-appointed passenger boats afford a charming sail of ninety-one miles through the highly picturesque valley of the Thames. Their first day's sail is terminated at the well-known river resort of Henley, whence they depart on the following morning *en route* for Windsor and Kingston.

From Oxford the trunk route leads through Kidlington, where a new line branches off for Woodstock, taking visitors to the gates of Blenheim Park. From King's Sutton a line diverging to the left *via* Chipping Norton and Bourton-on-the-Water extends to Cheltenham. The Cheltenham branch trains start from the next station, Banbury. In another twenty miles a halt will probably be made at the fashionable watering-place of Leamington, which adjoins quaint old Warwick. At Hatton is the important junction with the branch line to Stratford-on-Avon, annually traversed by thousands of pilgrims to the scenes rendered so famous by the birth, life, and death of immortal William Shakespeare. A short spur from this branch at Bearley communicates with Alcester. A few miles northward a branch extends westward from Kingswood to Henley-in-Arden. From Hatton another fairly long run of seventeen miles brings the express to the crowded platforms of Birmingham (*Snow Hill Station*), the huge metropolis of the Midlands. After a pause of five minutes the train is again on its way towards Handsworth and Smethwick, where it converges the western main line for Stourbridge Junction, Kidderminster, Droitwich, Worcester, Malvern, Hereford, Cardiff, and South Wales. The onward journey is now through the Black Country, of which West Bromwich and Wednesbury are perhaps the more noteworthy towns *en route*. Between these two stations is Swan Village, whence a branch leads to Dudley. About five miles further is Wolverhampton, the most populous manufacturing town in South Staffordshire.

Our journey from Paddington is over the main line to the West of England as far as DIDCOT JUNCTION, when, branching off to the right, we leave, on our left, Sutton Courtney, with its pretty mill

and weir. Appleby, on the opposite side, is quickly passed, as we sweep on across the river Isis, leaving, on the left, Waggon, and, on the right, Clifton Hampden, a picturesque village near to the Thames. By Culham Warren we reach CULHAM station, whence Dorchester, with its fourteenth-century abbey church, can be visited.

Continuing our onward course, we cross the river, and pass, on our right, Nuncham Park, surrounding the mansion of Nuneham Courteney, with its glorious prospects, historic and family portraits

ABINGDON, FROM THE THAMES.

relics, and delightful gardens. It is the chief seat of the Harcourt family. The neighbourhood is popular with boating and picnic parties. Again crossing the Isis, we reach RADLEY, where stands St. Peter's College—formerly Radley House, the seat of the Bowyers. Since 1847 the mansion and several additional buildings have been appropriated to the use of a high-class school, which provides a superior education on the principles of the Church of England. Here passengers exchange for the branch to

ABINGDON,

Fares—1st, 10/2; 2nd, 6/6; Parl., 5/1. Return—1st, 17/10; 2nd, 11/3.

61 miles from Paddington. Abingdon is an old-fashioned town of *great historical* interest. It lies near the confluence of the Ock and

Thames. Here the kings of Mercia resided, and the great councils of the nation were held. At Abingdon, in 1084, the Norman Conqueror kept Easter; and at the same place his youngest son, Henry, surnamed Beauclerc, was educated. In 1276 it was chosen by Henry III. as the seat of his Court. Abingdon played a prominent part during the rebellion of 1431, also in the great Civil War. In the sixteenth century John Roysse here established a grammar school, which was rebuilt in 1870, and further enlarged in 1879. It is now generally recognised as a first-grade foundation, owning valuable scholarships in connection with Pembroke College, Oxford; and affording an efficient preparatory course for the Universities. The gateway of Abingdon Abbey, formerly one of the principal religious houses in England, stands by the market-place, and not far distant are other relics of the ancient buildings. The church of St. Nicholas is a very interesting building, as also is the fine parish church of St. Helen's, which is near the river and close to the ancient charity of Christ's Hospital. The General Post Office is in the Market Place. A market is held on Monday, and Wednesday is an early-closing day. The combined railway and river "*Thames Valley Circular Tour Tickets*," issued at Abingdon on each weekday during the summer months, are available in connection with the sailings of Messrs. Salter Brothers' Oxford and Kingston steamers (*see page* 277). The leading hotels are the "Queen's" and the "Crown and Thistle." (*Population*—6,557.) Press—*Abingdon Herald, Abingdon Chronicle.*

Resuming our northward route from RADLEY, we soon leave on the right the village of Sandford, which is succeeded by Littlemore shortly before we are joined by the supplementary line extending from Maidenhead *via* Thame. To the left are Bagley and the small village of Kennington; while in the opposite direction is Iffley, with its famous mill, weir, and church, one of the purest specimens of Anglo-Norman architecture. Hinksey and Hillend are to the left. Anon we catch sight of numerous towers, domes, and spires on our right, and presently approach

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(*For Witney and Fairford*),

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63½ miles from Paddington, 76 from Bristol, 64 from Birmingham, 158½ from Manchester, 150½ from Chester, and 165½ from Liverpool *via* Birkenhead. The appearance of Oxford as we approach it by rail, passing through marshy meadow-land, is perhaps its least favourable aspect; but the traveller who leaves the train to wander amongst its famous halls and colleges, gardens and walks, will speedily gain a more just appreciation of its merits. The best general view of the ancient city is obtained from the gentle slopes of Wytham and Hinksey; although a fine prospect may be gained

OXFORD.

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For the "South Eastern Railway," see page 62.

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For the "South Eastern Railway," see page 62.

from Headington Hill. From Carfax diverge the chief thoroughfares of the city, the most noteworthy being the celebrated High Street, leading towards the Cherwell and Magdalen College; Cornmarket Street, which extends towards Magdalen Street, where Broad Street bears away to the right; and St. Aldate's Street, that by Christ Church and Pembroke College communicates with Folly Bridge.

The history of Oxford dates back to very remote times, but there is no established evidence of its existence as a University before the reign of our second Henry, although schools existed here at a much earlier date. The halls and colleges are, it must be remembered, distinct from the University, the colleges being incorporated bodies endowed by benefactors. The complete list of halls and colleges is as follows:—University, Balliol, Merton, Exeter, Oriel, Queen's, New, Lincoln, All Souls', Magdalen, Brasenose, Corpus Christi, Christ Church, Trinity, St. John's, Jesus, Wadham, Pembroke, Worcester, Hertford, and Keble Colleges; with St. Mary and St. Edmund Hall. Although each of these has a separate administration, all are subject to the statutes of the University. Additions to these ancient foundations are such theological centres as Wycliffe Hall, St. Stephen's House, Mansfield College, and Manchester College. Somerville College, Lady Margaret Hall, and St. Hugh's Hall are appropriated to the higher education of women.

Pembroke College, founded in 1624, is in Pembroke Street, and amongst its attractions are the library and a collection of portraits. Christ Church, in St. Aldate's Street, is the most extensive college in Oxford, and has the largest hall; it was founded by Cardinal Wolsey in 1525. Its bell, "Great Tom of Oxford," weighs 7 tons 12 cwt. This college owns some fine old portraits by Lely, Vandyke, and others. Within its precincts stands the cathedral, built in the Early English and Norman styles, which contains the shrine of St. Frideswide and some interesting painted windows. Adjoining are the Broad Walk, Christ Church meadows, and the river with its college barges and boat-houses. Lincoln College in Turl Street, which was founded in 1426, possesses a fine hall and library, both containing portraits, also some remarkable painted windows. Exeter College, founded in 1314, owns a valuable library, choice manuscripts, and some of the earliest of the College Account Rolls. Its fine chapel was designed by Sir Gilbert Scott. Jesus College, likewise in the same street, was founded by Queen Elizabeth in 1571 for Welsh students. It is chiefly remarkable for its chapel, hall, and library, containing curious relics, including a Mammoth Punch Bowl. Trinity College, in Broad Street, was founded about 1268. The chapel contains fine specimens of Grinling Gibbons's carving, an old tomb of its founder, and in its library is a curious manuscript of Euclid 700 years old. Its

CHRIST CHURCH, OXFORD.

(*From a photograph by Messrs. Gillman & Co., Oxford.*)

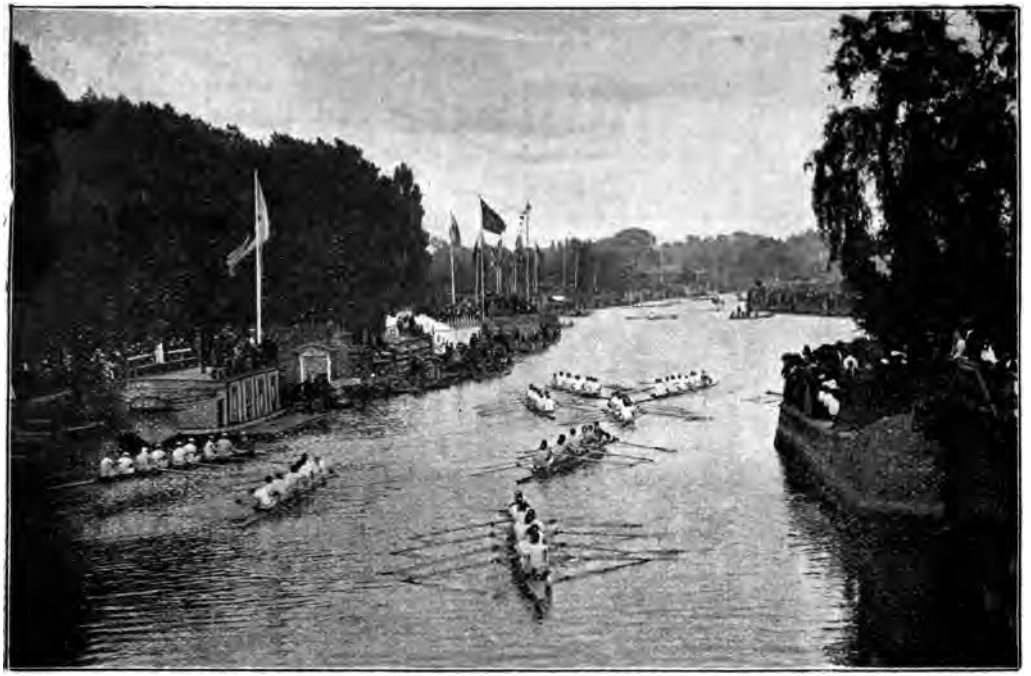
gardens contain a beautiful avenue, known as "The Lime Walk." Balliol College is one of the oldest in Oxford; it is in Broad Street, and was founded in 1260 by John Balliol, father of John Balliol, King of Scotland. In front of it Archbishop Cranmer and Bishops Latimer and Ridley suffered martyrdom. The library contains some rare Bibles and ancient MSS. In Radcliffe Street stands Brasenose College, founded in 1509. On the gateway is the massive brazen nose, from which it is jocularly said the college derives its name, although it is likewise suggested to be a corruption of the word Brasenhas, or Brewery, the college having originally, says tradition, been King Alfred the Great's brewery-house. In the quadrangle once stood a group of statuary representing Samson slaying the Philistines. All Souls' College, in High Street, contains in its chapel, which has recently been restored, a beautiful reredos having thirty-five statues and nearly one hundred statuettes. Hertford College, formerly known as Magdalen Hall, is in Catherine Street. It contains some interesting portraits and a fine library. New College, founded by William of Wykeham, who will also be remembered as the founder of Winchester School, is in New College Lane, and contains some of the oldest painted windows in England, has beautiful gardens, a library, and is surrounded by a portion of the old city walls. Wadham College, in Park Street, which was founded in 1610 on the site of an old Augustinian monastery, possesses a fine chapel, hall, and library. Some remarkably fine cedars will be found in the garden, which is tastefully laid out. Keble College, which stands opposite the University Parks, was founded in 1868 as a memorial to the Rev. John Keble. It is celebrated for the mosaics in its magnificent chapel, while in the library is preserved Holman Hunt's celebrated painting, "The Light of the World." There are a few rare portraits in St. Mary Hall, Oriel Street, which was founded in 1333, and is now affiliated with Oriel College, founded in 1324. The library of Oriel is considered one of the most perfect in Oxford. Corpus Christi College, in Merton Street, was founded by Bishop Fox in 1516. Several valuable illuminated MSS. are in its library, and in the chapel is an altar-piece by Rubens.

Merton College, in the street bearing its name, was founded in 1264, and is the primary model of the collegiate bodies both in Oxford and Cambridge. The chapel choir has fourteen beautifully-traceried windows, and there are also some ancient lecterns and brasses. The library, which is the oldest in England, is rich in rare manuscripts. The terrace-walks in the garden are on the old city wall. The old hall of St. Alban, now amalgamated with Merton College, has a very curious bell-tower. University College, traditionally that which King Alfred founded in the year 872, but historically the outcome of a thirteenth-century endowment, is exceedingly picturesque,

THE QUADRANGLE, CHRIST CHURCH COLLEGE, OXFORD.
(From a photograph by Messrs. W. H. Taunt & Co., Oxford.)

as is also Queen's College, so named in 1340 as a compliment to the Queen of Edward III. The hall was designed by Sir Christopher Wren. An ancient drinking-cup, said to have been that presented to the college by Queen Philippa, is preserved here. The Bursary contains above three thousand documents, including the compute, which begins 1347. St. Edmund Hall, founded in 1226, is in Queen's Lane; and Magdalen College, founded 1456, is in High Street. In the courtyard of Magdalen is an old stone pulpit from which on the day of St. John the Baptist a sermon was formerly preached, a custom revived during the year 1896. The visitor should not miss the shady walks beside the Cherwell, which flows just beyond the gardens. Here is the avenue known as Addison's Walk. The Tower of Magdalen was built by Cardinal Wolsey. In St. Giles Street stands the College of St. John, founded in 1555. It has a library of rare volumes, some interesting portraits, and beautiful garden walks. The Chapel of Worcester College, founded in 1283, is one of the richest interiors in the University, and its gardens and lake are most attractive. All the halls and colleges are open to the public. We may here note that excellent handbooks to the City and University of Oxford are issued by Messrs. James Parker and Co.; Messrs. Alden and Co., Limited; and other leading booksellers. One of the best of these manuals is "*Alden's Guide to Oxford*," an excellent and reliable work containing a good map.

The imposing Municipal Buildings, which are near Carfax, contain the public lending and reference libraries. The Bodleian Library, in Catherine Street, founded in 1445 by Humphrey, Duke of Gloucester, and subsequently developed, contains nearly 30,000 manuscripts and over 500,000 volumes. A fee of threepence is charged for admission. Within a short distance is the domed Radcliffe Library, used as a reading-room in connection with the Bodleian. The University Museum is in "the Parks," and was built in 1855 at a cost of £100,000. The University Galleries, adjoining the Taylor Institution, contain valuable collections of sculpture, drawings, and paintings. The Ashmolean Museum may likewise be seen in the University Galleries. It was founded by Elias Ashmole in 1679, and is rich in antiquarian and historical relics. St. Mary's Church, with its fourteenth-century tower and its richly-ornamented spire ranks amongst the sights of Oxford. The south-west porch has an old statue of the Virgin, famous as having had a share in bringing Archbishop Laud to the scaffold. The Sheldonian Theatre, in Broad Street, erected in 1664, by Gilbert Sheldon, Archbishop of Canterbury, from the designs of Sir Christopher Wren, has a fine painted ceiling, and in it the Encænia, or Founder's Commemoration, is held annually. Close at hand are the ancient Divinity School and the modern Indian



THE COLLEGE CREWS ON THE THAMES, OXFORD.
(From a photograph by Messrs. Gillman & Co., Oxford.)

Institute. The New Examination Schools occupy a magnificent pile of buildings, having their chief entrance in High Street. In Walton Street are the spacious printing works of the well-known Clarendon Press, not far distant from the Radcliffe Observatory and the Botanic Gardens. Close to Cornmarket Street are the rooms of the Union Society, generally called "the Union." This flourishing debating society, which was established more than forty years ago, has a reading-room, writing-room, lavatory, and a handsome library, together with excellent coffee and smoking rooms. The General Post Office is in St. Aldate's Street. In addition to a large agricultural interest, Oxford is somewhat noted for the extent of its old-established breweries, and numerous excellent business establishments. A corn market is held on Saturday, and a cattle market on alternate Wednesdays. Thursday is an early-closing day. The city is served by an excellent system of tram-cars, which start from Carfax and afford communication by five routes to the suburbs. Oxford is most popular as a residential centre, and is likewise celebrated for good schools, of which the more noteworthy are Magdalen College School, also the High Schools respectively for boys and girls. In the healthy suburb of Summertown are the fine buildings of St. Edward's School, which stand within private grounds of some twenty acres. It was founded in 1863 with a view of providing a first grade public school course combined with definite religious teaching upon the basis of the Church of England. A good register of houses to be let can be obtained of Mr. E. J. Brooks. The town office of the "*Great Western Railway*," at 16½, High Street, is under the control of the Company's agents, Messrs. Saunders and Co.

Although Oxford has long been amongst the chief haunts of boating men in general, it is particularly so for those connected with the University, for "'Varsity Honours" on the river are oft-times the subjects of as keen, or even keener, contests than they are in the schools. The limitations of space preclude our noticing in detail the various events of the Oxford Aquatic year, but we may here remark that each term is signalised by certain fixtures which bring to the front the finest oarsmen of the University. Amongst the most delightful summer holidays to be obtained without undue exertion are those which may be enjoyed by means of Messrs. Salter Brothers' Oxford to Kingston steamer excursions, now available from June to September. A well-appointed saloon steamer starts each weekday morning from OXFORD (*Folly Bridge*), steams by way of *Iffley*, *Abingdon*, and *Culham* to WALLINGFORD for luncheon, and thence sails through *Goring*, *Whitchurch*, *Caversham* for *Reading*, *Sonning*, and *Shiplake* to HENLEY. On the following day the journey is resumed *via Marlow*, *Maidenhead*, and Bray to WINDSOR, where time is allowed for luncheon, the trip being continued

by *Staines, Chertsey, Shepperton,* and *Sunbury* to KINGSTON, thus completing a most enjoyable river progress of some ninety miles, which embraces the choicest scenery of the Thames. The return journey from KINGSTON is completed on the first day as far as HENLEY, while the second day's sailing conveys passengers to OXFORD. The combined railway and river "*Thames Valley Circular Tour Tickets,*" which are issued on each weekday at Oxford and other "*Great Western*" stations, are available in connection with the sailings of these boats. Light refreshments can be obtained on board. By means of the train services of the "*Great Western Railway*" passengers can either join the steamer at Oxford, or at intermediate stations, such as Abingdon, Wallingford, Goring, Pangbourne, Reading, Henley, Great Marlow, Maidenhead, Windsor, or Staines. Full particulars as to times and fares can be obtained of the well-known boat-builders, Messrs. Salter Brothers, Folly Bridge, Oxford, who, in addition to steam launches, own a fleet of some eight hundred well-appointed pleasure boats.

An important branch railway service emanating from Oxford is that which by way of YARNTON, EYNSHAM, and SOUTH LEIGH communicates with WITNEY, a pleasant little market town with a handsome parish church, a foundation grammar school, a town hall, and a corn exchange, where a market is held on Thursdays. The place is, perhaps, best known for its manufacture of Witney blankets. The line is continued through BAMPTON (Oxon), ALVESCOT, and LECHLADE, to its terminus at FAIRFORD, a small agricultural and angling centre, famous for the twenty-eight ancient stained-glass windows of its parish church, also as the birthplace, in 1792, of John Keble, the author of "*The Christian Year.*"

Oxford railway station is supplied with a letter-box, a bookstall, and a refreshment-room on each platform. The telegraph office is on the up side. The leading hotels are the "Clarendon," the old county hotel, which is centrally situated in Cornmarket Street; the "Randolph," an imposing modern building in Beaumont Street; the well-known "Mitre," an attractive old-world hostelry in High Street; the "Roebuck;" the "Golden Cross;" and the "George." The "Wilberforce" is a temperance hotel. (*Population*—45,741.)

Press—*Oxford Chronicle, Oxford Journal, Oxford Times, Oxford Review. The Oxford University Gazette, The Oxford Magazine,* and *The Isis* are issued during term.

Resuming our northern journey from OXFORD, we notice the Observatory and the Clarendon Press, and then pass on our left the ruins of Godstow Abbey. On our right we leave St. Giles and Summertown, but turn to the left to see Yarnton Junction, whence *diverges the* main line to Worcester and Malvern.

Certain trains pausing at KIDLINGTON are in connection with branch services to and from BLENHEIM AND WOODSTOCK. The old town, of Saxon origin, is pleasantly situated westward upon an eminence, by the river Glyme, a branch of the Isis. It has spacious streets, with well-built houses, and a handsome Town Hall erected in 1766. Here the Anglo-Saxon kings held their court. It was the favourite residence of Henry I., surnamed Beauclerc, who is traditionally said to have made its park, which was the first known in England; and here was Fair Rosamond's bower. Richard II. held his court at Woodstock, and here resided Geoffrey Chaucer. It was a frequent abode of Edward III., whose son, the Black Prince, was born in Woodstock Palace. In the Civil War it held out stoutly for the king. The honour of Woodstock was presented by Queen Anne to John Churchill, Duke of Marlborough, together with half a million of money to erect the mansion which now stands in the adjoining park. Named after his great victory of August 2nd, 1704, it has been ever since called Blenheim. The palace and grounds are, under certain conditions, open to the inspection of visitors. Within a short distance of Blenheim is the "Bear Hotel," to which is attached a good posting establishment.

After leaving KIDLINGTON we run for many miles near to the river Cherwell, and by the Oxford Canal. Successively passing BLETCHINGTON, HEYFORD, and SOMERTON, we skirt the borders of Oxfordshire and Northamptonshire, ere reaching AYNHO, which living was held by a clerical poet and satirist, Robert Wild the Presbyterian, who was ejected in 1662. Proceeding, we leave, on our left, Adderbury bridge and forest; on our right, Nell Bridge, the ruins of Waltone Chapel and Deddington, and arrive at KING'S SUTTON. Here a branch on the left extends by ADDERBURY, BLOXHAM, the station for All Saints' School, and HOOK NORTON to CHIPPING NORTON, and thence to CHIPPING NORTON JUNCTION on the main line to the West Midlands, whence is an extension to CHELTENHAM. Crossing the canal, we now reach

BANBURY

(*For Chipping Norton and Cheltenham*),

Fares—1st, 12/6; 2nd, 8/-; Parl., 6/5. Return—1st, 22/6; 2nd, 15/8.

86 miles from Paddington. Banbury, a quaint old market town, is an agricultural centre of considerable importance. Its annual Horse Show and Fair, held in January, attracts buyers from all parts of the kingdom. In 1153 a strong castle was erected here by Alexander, Bishop of Lincoln; its site is now known as Castle Gardens. The old Banbury Cross was destroyed in the time of the Reformation, and in its place now stands a modern substitute. At Banbury are the extensive "Britannia" agricultural implement

works of Messrs. Samuelson and Co., Limited, and the engineering establishment of Messrs. Barrows and Stewart. Two miles westward stands Broughton Castle, the seat of Viscount Saye and Sele, surrounded by a moat, and defended by tower, gatehouse, and battlements. Edgehill, in Warwickshire, the scene of the great battle between Royalists and Roundheads, is about seven miles distant. Within three miles of Banbury is Bloxham, chiefly noteworthy for All Saints' School. Banbury has some fine old houses, one of which is the Reindeer Inn, where Oliver Cromwell held a council of war. The General Post Office is in High Street. A corn market is held on Thursday. The railway station is supplied with a letter-box, a telegraph office, and a bookstall on the down platform. Here, too, is a stall for the sale of the far-famed Banbury cakes which for over three centuries have been made in this old Oxfordshire market town, long celebrated, according to Fuller, for its "Banbury zeal, cheese, and cakes." In connection with the cake-stall is a temperance refreshment room. The combined railway and river "*Thames Valley Circular Tour Tickets*," issued at Banbury on each weekday during the summer months, are available in connection with the sailings of Messrs. Salter Brothers' Oxford and Kingston steamers (*see page* 277). Hotels—The "White Lion," to which is attached a well-appointed posting establishment, and the "Red Lion." (*Population*—12,767.) Press—*Banbury Advertiser, Banbury Beacon, Banbury Guardian.*

Again onward, we soon pass CROPREDY, and by FENNY COMPTON run on to SOUTHAM ROAD and HARBURY for Southam, a place of great antiquity. We next reach

LEAMINGTON,

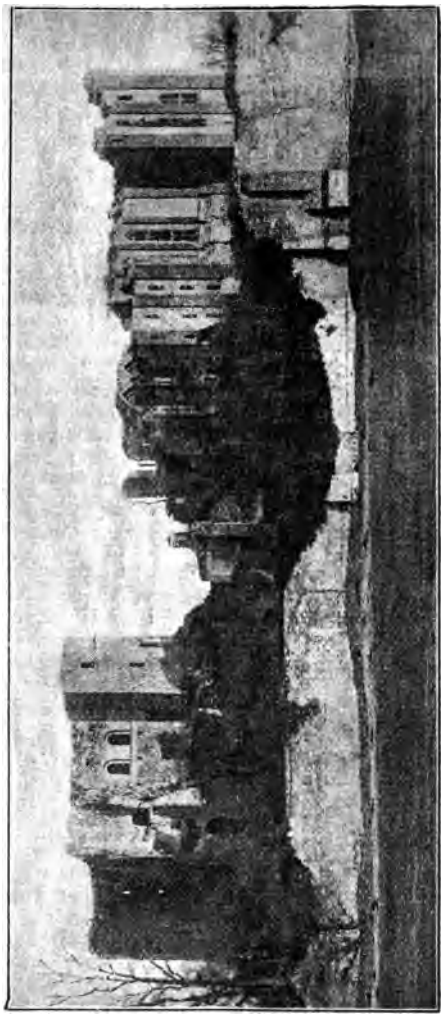
Fares—1st, 15/3; 2nd, 10/2; Parl., 8/1½. Return—1st, 28/3; 2nd, 19/-.

106 miles from Paddington, 23 from Birmingham, 118 from Manchester, and 123 from Liverpool. Leamington, or the "Royal Leamington Spa," so well known for its mild yet dry and equable climate, may claim a high rank amongst the fashionable watering-places and health-resorts of the nineteenth century. During recent years the erection of numerous superior villas and the establishment of efficient educational foundations have also contributed to its increasing popularity as an aristocratic residential town; while it has long been appreciated as a most convenient centre for American tourists and others who are desirous of visiting the famous precincts of Kenilworth, Coventry, Warwick, Oxford, and Stratford-on-Avon; the battlefield of Edge Hill; and Sulgrave, the ancestral home of the Washington family, *from whom* came George Washington, the first President of the

United States. Indeed, its convenient position in the heart of luxuriant Warwickshire, and the exceptionally advantageous express railway facilities afforded by the "*Great Western Railway*" rendering it easily accessible from Paddington, Southampton, Birmingham, Worcester, Manchester, Liverpool, and Chester, have caused it to become a frequent halting-place for travellers breaking their journeys from the North to the South. The fashionable or hunting season extends from November to May.

Chief of the causes which have contributed to the rapid growth of Leamington has been the discovery of the celebrated saline springs. In 1786 their virtues were first made public through the instrumentality of Benjamin Satchwell, a shoemaker, and William Abbott, the landlord of the village inn. But the chief advocate for their internal and external application was the late Dr. Jephson, who may well be termed the "Father of Leamington." In conjunction with other eminent medical practitioners, he effectually advocated the use of these valuable medicinal waters, which are now recognised to be amongst the best of their kind to be obtained in the kingdom, and in many respects to resemble those of Homburg. The springs, three in number, respectively possess pure saline, sulphurous, and chalybeate properties; but of these the former are more frequently prescribed. The principal resort for drinking the waters is the Royal Pump Room and Baths, a handsome building of classical design, and exceedingly well appointed, comprising a complete series of modern baths.

The handsome and well-laid-out town occupies a charming situation on the banks of the Leam, close to which are the beautiful Jephson Gardens, which contain memorials to the late Dr. Jephson and other local benefactors. From the principal thoroughfares—Bath Street and the Grand Parade—diverge numerous wide tree-lined avenues, such as Holly Walk, in some of their features resembling Continental *boulevards*. In a prominent position stands the Town Hall and Municipal Buildings, an imposing Renaissance pile, comprising commodious apartments for the use of the municipality, a public library, and accommodation for the School of Art. The Theatre Royal is in Regent Grove. Several fine places of worship are connected with the Church of England; also with the Baptists, Congregationalists, Presbyterians, Primitive Methodists, Roman Catholics, and Wesleyans. Amongst the most successful of modern first-grade public schools is Leamington College, which was founded in 1844. The handsome pile of school buildings in Binswood Road, opened in 1848, has received numerous additions. Under the direction of experienced and devoted headmasters the college has attained a high standard of efficiency. The present headmaster is the Rev. R. Arnold Edgell, M.A. Other scholastic



RUINS OF KENILWORTH CASTLE.
(*From a photograph by Mr. Grayson Clarke, Kenilworth.*)

centres are the Leamington Collegiate School, and the Leamington High School for Girls, which with several private establishments, maintain a first-class reputation. Although Leamington is perhaps better known as a health resort than as a manufacturing centre, yet we should, in passing, notice that its principal industries are associated with breweries.

The station of the "*Great Western Railway*" is on the direct express line between Paddington, the Midland Counties, and the North. Frequent local services afford communication with Stratford-on-Avon and Worcester, while the through as well as the local trains afford an excellent service to and from Birmingham. The combined railway and river

"*Thames Valley Circular Tour Tickets*," issued at Leamington on each weekday during the summer months, are available in connection with the sailings of Messrs. Salter Brothers' Oxford and Kingston steamers (*see page* 277). A letter-box, a telegraph office, a bookstall, and a refreshment room are on the down platform. On the up side are a bookstall and a refreshment-room. The leading hotels are the "Regent," the "Manor House," the "Clarendon," the "Crown," the "Bath," and the "Great Western." (*Population*—26,934.)

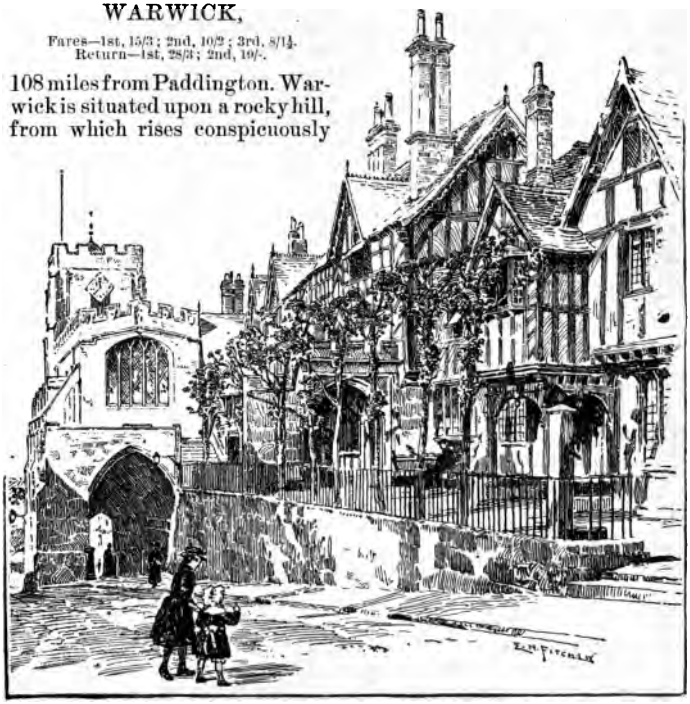
Press—*Leamington Advertiser*, *Leamington Spa Chronicle*, *Leamington Spa Courier*, *Leamington News*, *Leamington Times*.

Pursuing our route, we cross the river Avon, and quickly reach

WARWICK,

Fares—1st, 15/3; 2nd, 10/2; 3rd, 8/1½.
Return—1st, 28/3; 2nd, 19/-.

108 miles from Paddington. Warwick is situated upon a rocky hill, from which rises conspicuously



THE LEICESTER HOSPITAL, WARWICK.

the ancient tower of St. Mary's Church. It is a town of great antiquity, having been a seat of the early Britons, and a station of their Roman conquerors, also a settlement of the Anglo-Saxons. Warwick Castle, one of the finest feudal remains in the country, stands on a rock washed by the Avon, and with its two massive towers appears both imposing and picturesque. The moat is now a delightful walk, and within the castle—which is open to visitors—exists a fine collection of pictures, ancient weapons, and armour. Guy's Tower affords from its summit a view of great extent and beauty. Leicester Hospital is a singularly rich specimen of half-timber mediæval buildings. The visitor should not forget to see Guy's Cliff, with its old chapel, Piers Gaveston's monument, and the statue and cave of Guy, the famous Earl of Warwick.

The collegiate church of St. Mary, standing near the middle of the town, contains ancient and curious monuments. In the old Lady Chapel is the "goodly tombe" of Earl Richard, its founder. Here, too, is the tomb of the Earl of Leicester, Queen Elizabeth's favourite. Warwick Museum is well worth a visit. From an educational point of view Warwick is chiefly remarkable for the King's School, which was in existence as early as the reign of Edward the Confessor. In 1546 the school derived its present title from the fact of its re-constitution by Henry VIII., while in 1875, rather more than three centuries later, further important extensions of its educational scheme were granted by the Royal Commission. It is worked on the same lines as the larger public schools, under the direction of the headmaster, the Rev. R. Percival Brown, M.A., formerly scholar of Trinity College, Cambridge, who is assisted by a highly-trained staff of University graduates. In connection with the endowments are exhibitions of £50, tenable at the Universities, Woolwich, Sandhurst, Cooper's Hill, or any other centre of higher education. The High School for Girls is associated with the same foundation. The General Post Office is in Old Square. A market is held on Saturday, and Wednesday is an early-closing day. The chief hotels are the "Warwick Arms," a superior family-hostelry centrally situated in the High Street; the well-known "Woolpack," much appreciated by American visitors; and the "Globe." (*Population*—11,905.) Press—*Warwick Advertiser*, *Warwick Times*.

Leaving Warwick, the train runs through pastoral scenery, and passes by the Warwick County Asylum on the right, ere it reaches HATTON. Either here or at Leamington passengers exchange for the westward branch that by way of CLAVERDON, BEARLEY, and GREAT ALNE communicates with ALCESTER, a market town with agricultural surroundings. From BEARLEY we also run *via* WILMCOTE to

MAP

OF THE

MIDLAND DISTRICT

(SHAKESPEARE'S COUNTRY)

IN

DIRECT CONNECTION

WITH

LONDON,

PENZANCE, EXETER,
LIVERPOOL, MANCHESTER,
CHESTER, WEYMOUTH,
PLYMOUTH, TAUNTON,
BRISTOL, HEREFORD,
CARDIFF, SWANSEA,

SCOTLAND,

IRELAND

AND THE

CHANNEL ISLANDS

BY THE

EXPRESS SERVICES

OF THE

GREAT WESTERN RAILWAY.

SHAKESPEARE'S COUNTRY.

BRITISH AND AMERICAN VISITORS

WILL FIND THAT THE LARGEST STORE FOR

PHOTOGRAPHS AND GUIDES

IS AT

9, HIGH STREET,
WARWICK.

THE ONLY AUTHORISED GUIDES to
WARWICK CASTLE, GUY'S CLIFF,
KENILWORTH, STRATFORD-ON-AVON,
AND CHARLECOTE

are to be obtained at the above address, from

HENRY T. COOKE & SON,

WARWICK CASTLE, FROM THE AVON.
(From a photograph by Messrs. Frith & Co., Reigate.)

where the largest Collection of

PHOTOGRAPHS

of this highly historical locality may be seen.

TOURISTS ARE INVITED TO CALL AND OBTAIN FREE INFORMATION AS TO WHAT IS TO BE SEEN, AND HOW BEST TO SEE IT.

For Warwick, see page 283.

WARWICK W

STRATFORD-ON-AVON,

Fares from Paddington—1st, 16/10; 2nd, 10/6; Parl., 8/5. Return—1st, 29/6, 2nd, 19/-.
" " Birmingham— " 4/6; " 2/10; " 2·2¼. " " 7/6; " 5/-.
" " Manchester— " 17/-; " 11/6; " 9/1. " " 31/10; " 20/-.
" " Liverpool— " 17/6; " 12/-; " 9/6¼. " " 33/3; " 21/-.

111 miles from Paddington, 15¼ from Leamington, 27¾ from Worcester, 30½ from Birmingham, 125½ from Manchester, and 130½ from Liverpool *via* Birkenhead. Stratford-on-Avon is a substantial market town in Warwickshire, situated in the lovely valley of the Avon, and resting peacefully in the midst of beautiful rural scenery. As the birthplace of the immortal William Shakespeare, and abounding in memorials of the poet, it is a spot of the first interest with all English-speaking tourists. The magnificent parish church, standing on the banks of the Avon, would be well worthy of a visit, even were there no rich associations clustering around it, but it is doubly so as the last resting-place of the great bard. Within the chancel is Shakespeare's tomb and monument, and close by are the graves of his wife, daughter, and other relations.

Opposite the ancient Guild Chapel, and at the corner of Church and Chapel streets, is "New Place," the site of the last residence of Shakespeare. Connected with the adjacent property, once the residence of Dr. Hall, Shakespeare's son-in-law, is an interesting museum of Shakespearian relics. The house was pulled down in the middle of the last century, but the gardens are now kept open at the public expense. Near the river is the Shakespeare Memorial, consisting of theatre, library, and picture gallery. In the gardens that adjoin this elaborate building a fine monument has recently been erected. It consists of a massive pedestal, upon which are grouped emblematical figures of Tragedy, Comedy, History, and Philosophy, representing leading characters in Shakespeare's plays; and these are surmounted by a full-length statue of the poet.

The chief object of attraction is the house where Shakespeare was born, situated in Henley Street. Previous to the tercentenary of his birth, in 1864, this cottage was in a tumbledown state, being used as a butcher's shop, though the occupant evidently knew how to turn an honest penny by showing the rooms to visitors, who, in the apartment where the poet was born, were allowed to scribble their names all over the walls and windows. Amongst those on the window-panes we may find the name of the author of "*Waverley*"—"Walter Scott." There are numerous other autographs of celebrities about the walls and ceilings. When purchased by the town, the house was restored, so as to have, as far as is possible, the appearance it presented three hundred years ago. As a proof of the world-wide interest taken in Shakespeare and his associations, we may remark that during a recent year the visitors'

SHAKESPEARE'S BIRTHPLACE, HENLEY STREET, STRATFORD-ON-AVON.

book at the birthplace was signed by representatives of more than thirty nationalities, and the number of visitors is computed to have comprised 16,819 persons. Of these, no fewer than 3,840 were from the United States, while the British Isles contributed 9,611 signatures. A subsequent record shows a total of 19,414 visitors. The Memorial Clock Tower in the centre of the town was presented by the late Mr. Childs, of Philadelphia. *The Home of Shakespeare* is the title of an excellent handbook by Mr. Samuel Neil, which is published by Messrs. Henry Cooke and Son, of Warwick.

A mile away is Shottery, where stands the cottage of Ann Hathaway, who became Shakespeare's wife; and four miles distant is Charlecote Park, where the poet was brought before Sir Thomas Lucy, said to be the original of Justice Shallow. The General Post Office is in Sheep Street. A market is held on Friday, and Thursday is an early-closing day. The station has a bookstall and a refreshment-room. Frequent trains afford communication with Birmingham, Warwick, and Leamington; also *via* MILCOTE and LONG MARSTON with HONEYBOURNE for Worcester. Hotels—The "Shakspeare," the "Red Horse," and the "Falcon." (*Population*—8,318.) Press —*Stratford-upon-Avon Herald.*

Resuming our northern journey from HATTON, we soon pass KINGSWOOD, where passengers by certain trains can exchange carriages for HENLEY-IN-ARDEN. Not far distant is the ancient Abbey of Wroxhall. Through KNOWLE we come to SOLIHULL, by the river Blythe, where are many fine residences, and then reach the residential district of OLTON, also ACOCK'S GREEN AND SOUTH YARDLEY. Near to SMALL HEATH AND SPARKBROOK is the celebrated Birmingham Small Arms Factory, also the Royal Small Arms Factory. Then passing BORDESLEY we run towards

BIRMINGHAM,

Snow Hill Station,

Fares—1st, 17.4; 2nd, 11.10; 3rd, 9.5. Return—1st, 53'-; 2nd, 22.6.

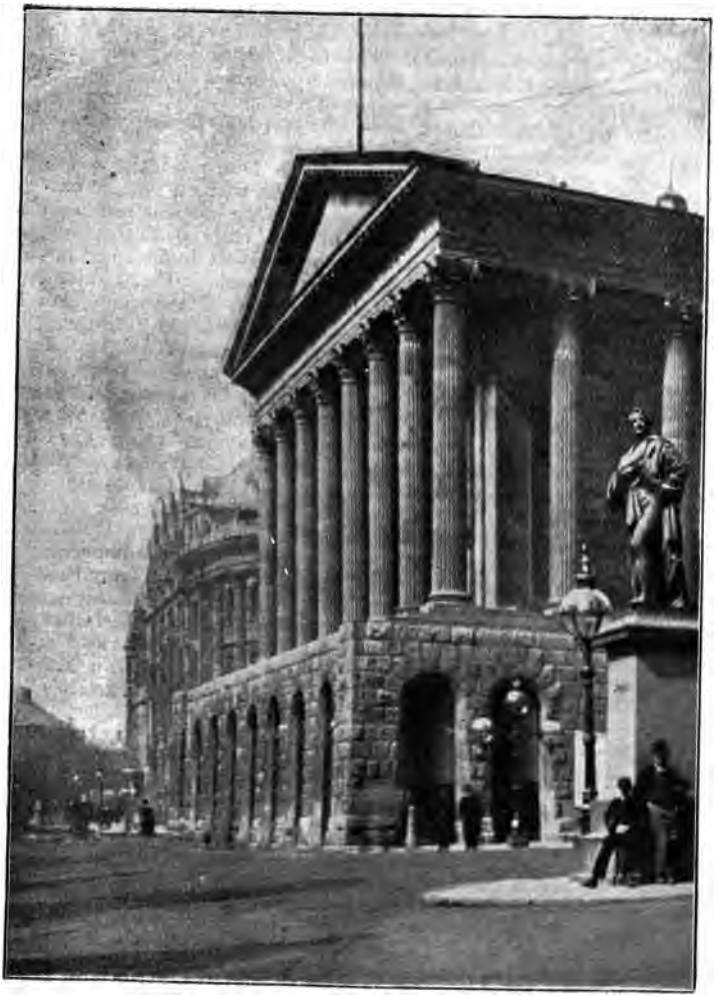
93 miles from Reading, 120½ from Winchester, 64 from Oxford, 219½ from Barmouth, 83½ from Chester, 99 from Birkenhead, 95 from Manchester, 43 from Malvern, 64½ from Hereford, 118 from Cardiff, 162 from Swansea, and 233 from New Milford.

Birmingham, the metropolis of the Midland Counties, has, with its suburbs, a population rapidly approaching six hundred thousand persons, and contains nearly eighty thousand inhabited houses. Amongst its principal thoroughfares are Corporation Street, Colmore Row, New Street, and Paradise Street, in or near which are the chief buildings of interest. Chief of these are the Victoria Law Courts, opened by the Queen; and the fine Municipal Buildings. Close at hand are the handsome Corporation Museum

and Art Gallery, with its priceless art, industrial, and antiquarian collections; the Central Free Library, containing a commodious news-room, reference rooms, and an extensive lending library, also a special department devoted to a valuable collection of Shakesperian literature; the Town Hall, owning one of the finest Corinthian elevations in the kingdom; and the Birmingham and Midland Institute. The Birmingham Subscription Library is in Union Street. In New Street, opposite the Council House, is the handsome and commodious General Post Office. Other centres of art interests are the galleries of the Society of Artists in New Street, and the School of Art in Margaret Street. The well-known Mason Science College will be found in Edmund Street. The arcades known as the "Great Western" and the "North Western" are most attractive covered promenades containing superior shops.

The great Midland city abounds in handsome places of worship owned by the Church of England and the various Nonconformist bodies. The mother church is St. Martin's, a spacious Gothic edifice rebuilt in 1875, but still retaining its fourteenth-century tower. Birmingham is the seat of Queen's College, established in 1828, and has long been celebrated for the Grammar School of King Edward VI., which has produced several eminent scholars, including Dr. E. W. Benson, the late Archbishop of Canterbury; Dr. B. F. Westcott, the Bishop of Durham; and his gifted predecessor, the late Dr. J. B. Lightfoot. At Handsworth is the Wesleyan Theological College. Amongst the larger buildings for public entertainments are the Grand Theatre, the Theatre Royal, the Prince of Wales's Theatre, the Queen's Theatre, and several commodious halls. In the suburbs are the gardens of the Botanical and Horticultural Society; Aston Park, which contains the grand old Tudor pile of Aston Hall; Cannon Hill Park, Small Heath Park, Calthorpe Park, Victoria Park, Highgate Park, Summerfield Park, and Adderley Park. In the centre of the city are the Exchange Buildings. The Corn Exchange, where markets are held on Tuesday and Thursday, is in Carr Street. Birmingham possesses several excellent clubs, and is also noteworthy for its medical charities. The city is certainly remarkable for the fine statues of leading national or local worthies that adorn its thoroughfares.

Although the earliest commercial interests of Birmingham date from the fourteenth century, its mercantile importance was not attained until some four hundred years later, when, in addition to its metal industries, it was famous for its trade in leather. In the present day it would be difficult to name any article of utility or ornament which in any measure is composed of metal, that could not be manufactured in or near Birmingham. Some idea as to the *comprehensive* character of its products may be gained, when we



THE TOWN HALL, BIRMINGHAM.
(*From a photograph by Mr. Harold Baker.*)

recollect that the city can both supply the munitions of war or contribute to the products of peace. The machinery and appliances for countless mechanical industries, the means of locomotion, the fittings and furniture of houses, the appointments of our tables, and countless minor but all-important articles of dress and decoration, alike come from the great Midland city.

Amongst the most noteworthy of its busy workshops are numerous brass and iron foundries, tube works with an average output of some 20,000 tons, and galvanised-iron works. Several large firms are engaged in the manufacture of guns, rifles, pistols, swords, matchets (used for cutting sugar-canes in the West Indies), and immense stores of ammunition, Messrs. G. Kynoch & Co., Limited, alone turning out daily about 500,000 cartridges. The Birmingham Small Arms and Metal Company, and Messrs. Eley Brothers, Limited, are also extensive manufacturers of sporting requisites and army stores. Another huge hive of workers may be found at Tangyes, Limited, celebrated for their hydraulic machinery, who employ 2,000 hands; while at Nettlefolds, Limited, amongst other specialties, screws are produced in such enormous numbers as to weekly demand 250 tons of wire, from which during the same period are made 2,400,000 screws. Equally astonishing are the outputs of iron nuts, bolts, and nails, of which hundreds of tons are made daily. The manufactures of boilers, gas-holders, and various metal plates, also those of weighing-machines, bellows, and forges, are important departments of labour. In connection with locomotion, many thousands of men are employed in the workshops of the Birmingham Railway Carriage and Waggon Company, the Midland Railway Carriage and Waggon Company, the Metropolitan Railway Carriage and Waggon Company, and those of Messrs. Brown, Marshalls and Company. Cognate industries are the construction of axles, axle-trees, and saddlery.

Lamps for railways, ships, carriages, and houses are largely made, some of the chief firms being Messrs. Wright & Butler, Limited; James Hinks & Son, Limited; the Albion Lamp Company; Jones & Wallis; G. Kynoch & Co.; and Joseph Lucas & Son. Looking-glasses of all kinds are made by Messrs. J. & O. C. Hawkes. Amongst the sights of Birmingham a premier position may be claimed for the art galleries of Messrs. Elkington & Co., Limited, the celebrated inventors of electro-plating. Scarcely less attractive are the exquisite show-rooms of Messrs. F. & C. Osler, and those of Messrs. Stone, Fawdry & Stone, who take high rank amongst the leading glass houses; while in connection with lighthouse apparatus the glass works of Messrs. Chance Brothers & Co. are literally known all the world over. Much the same may be said for the metallic bedsteads and wire mattresses which from Birmingham workshops

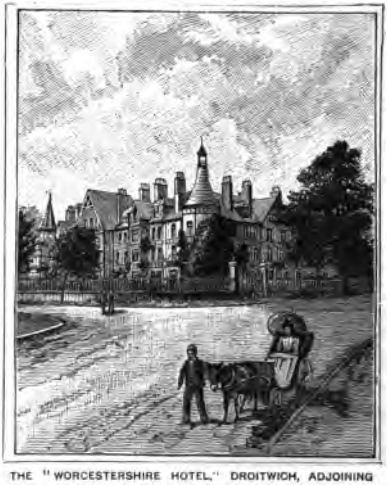
DROITWICH

OWNS DIRECT RAILWAY COMMUNICATION WITH LONDON, BIRMINGHAM, BRISTOL, MANCHESTER, LIVERPOOL, LEEDS, BRADFORD, SHEFFIELD, YORK, AND NEWCASTLE.

THE

WORCESTERSHIRE HOTEL

contains 150 Rooms, and is in direct connection with the DROITWICH BRINE BATHS, universally celebrated for the cure of Rheumatism, Gout, Sciatica, and Lumbago. Numerous Private Suites. 25 Bedrooms on the Ground Floor. Passenger Lift. Coffee, Smoking, and Billiard Rooms. High-class Cuisine. Wines of the Choicest Vintages. Livery Stables. Night Porter.



THE "WORCESTERSHIRE HOTEL," DROITWICH, ADJOINING ST. ANDREW'S BATHS.
(From a photograph by Gummery & Son, Droitwich.)

DELIGHTFUL DRIVES AMIDST THE FINEST SCENERY IN WORCESTERSHIRE.

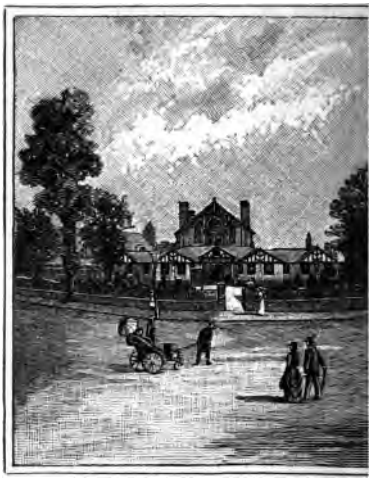
ADDRESS :
"CULLEY, DROITWICH."

PROPRIETOR :
R. P. CULLEY.

For Droitwich, see page 332.

DROITWICH

enjoys frequent railway communication with London (Paddington Station), and is also served by numerous expresses running both to the Midlands and the West of England.



THE ST. ANDREW'S BATHS, DROITWICH.

DROITWICH,

SO HIGHLY RECOMMENDED BY THE MEDICAL PROFESSION AS A HEALTH RESORT, may easily be reached from London, Birmingham, Glasgow, Edinburgh, Manchester, Liverpool, Sheffield, Bradford, Leeds, South Wales, Bristol, the West of England, North Wales, and all parts of the South Coast.

THE ATTRACTIONS OF DROITWICH AS A HEALTH RESORT.

THE BRINE BATHS. These Baths, which are open throughout the year, now consist of two first-class establishments, known as the St. Andrew's Brine Baths and the Royal Brine Baths, fitted with every modern requirement. They were first brought into prominent notice at the time of the visitation of cholera in 1832, since which date their reputation for the cure of Rheumatism, Gout, Lumbago, Sciatica, Neuralgia, Paralysis, Loss of Tone, etc., has become so widely known as to cause an increase in the number of baths administered from about ten thousand in 1882 to nearly ONE HUNDRED THOUSAND annually.

THE WATERS. The analyses, by Herapath and others, of the Droitwich Brine prove it to be the strongest in saline constituents in the world, being from ten to twelve times the strength of the ocean. During a visit of the **British Medical Association** in the year 1890, a very eminent member remarked that "the intense saline character of the water was something extraordinary. For his own part, he had seen a great deal of rheumatism, gout, and other complaints, and people often asked him where they should go. There were many places—Harrogate, Buxton, Bath, and others; but the *baths of all baths* was the BATH OF DROITWICH."

ACCOMMODATION. There is excellent accommodation for visitors in Droitwich. The leading hotels are the Worcestershire Brine Baths Hotel, the Raven Hotel, and the Royal Brine Baths Hotel; while the principal boarding-houses are Norbury House, Richmond House, and several others.

RECREATION. Though the appearance of Droitwich may not at first seem inviting, the surrounding district is rich with most delightful scenery. Coaching excursions are frequently made to Malvern, Witley Court, and other places of interest; while charming drives may be taken to Worcester, Stratford-on-Avon, Abberley Hills, Lickey Hills, and Clent Hills. Concerts and afternoon entertainments are often given, and an excellent band performs at stated times. There are also the usual facilities for outdoor pastimes, such as lawn tennis, cricket, etc.

THE SECRETARY OF THE BRINE BATHS WILL BE PLEASED TO SUPPLY ANY OTHER INFORMATION.

For Droitwich, see page 332.

find their way in huge consignments to the United States, Canada, India, China, Japan, Australia, New Zealand, South Africa, South America, and, indeed, throughout the globe. We should also notice the many studios celebrated for their production of painted glass.

Some 16,000 persons are directly engaged in the famous jewellery trades of Birmingham, which provide exquisite examples of the metal-worker's, stone-cutter's, and engraver's skill in gold, silver, gilt, precious stones, and jet. Small in themselves, but immense in their aggregate production, are the buttons which are here made in various metals, gilt, pearl, ivory, bone, corozo-nut, horn, glass, silk, linen, and cotton. Again, pins are at Birmingham produced by the hundred-weight and ton; while steel pens are made in millions by such well-known houses as Messrs. Joseph Gillott & Sons, C. Brandauer & Co., Hinks, Wells & Co., D. Leonardt & Co., John Mitchell, and Perry & Co. And, lastly, the coinage works of Messrs. Ralph Heaton & Sons, Limited, perhaps better known as the Birmingham Mint, have not only contributed to the national currency of the United Kingdom, but have likewise had extensive contracts with some forty foreign Governments.

THE COUNCIL HOUSE, BIRMINGHAM.
(*From a photograph by Messrs. Poulton & Son, London.*)

Snow Hill Station is one of the most important railway centres of the Midland Counties. Its subsidiary suburban stations are at Smallheath, Bordesley, Hockley, Soho, and Handsworth. The service of express trains over the main line in each direction place it in direct connection with Oxford, Reading, and London (*Paddington*); Winchester for Southampton; Weymouth for the Channel Islands; Bristol for the West of England; Cardiff for South Wales; Wellington for Manchester, Leeds, and the North; Shrewsbury, Ruabon, and Chester for North Wales; and with Birkenhead for Liverpool and the Isle of Man. Fast trains also run between

Birmingham and Dudley, Wolverhampton, Stourbridge, Kidderminster, and Worcester. A convenient service of through expresses affords access to Hereford, Newport, Cardiff, and South Wales. The express services to and from Leamington, and those that communicate with Malvern, meet the requirements of numerous season-ticket holders who reside at these favourite health resorts, or in the picturesque rural districts of Warwickshire and Worcestershire. Certain trains also run direct to Stratford-on-Avon. The combined railway and river "*Thames Valley Circular Tour Tickets*," issued at Birmingham on each weekday during the summer months, are available in connection with the sailings of Messrs. Salter Brothers' Oxford and Kingston steamers (*see page* 277). In connection with the fast light goods services, parcels are collected free within a radius of three miles. Receiving offices are also to be found throughout the city. The down platform of the station communicates with Livery Street, and is supplied with a letter-box, bookstall, and refreshment-rooms. On the up side, adjoining Snow Hill, are a letter-box, telegraph office, bookstall, and refreshment-rooms. Luncheon baskets are supplied. Through trains stay not less than five minutes. Amongst the principal hotels are the "Great Western," which adjoins the railway station, the "Grand," in Colmore Row, and the "Stork," in Corporation Street. (*Population*—429,171.)

Press.—Daily: *Birmingham Daily Gazette, Birmingham Daily Mail, Birmingham Post, Daily Argus, Midland Sporting News.* Weekly: *Birmingham Chronicle, Birmingham Gazette, Birmingham Suburban Times, Birmingham Weekly Mercury, Birmingham Weekly Post, Midland Counties Herald, Birmingham News, Warwickshire Herald.*

Our onward journey now carries us, through the busy suburbs of Birmingham, towards HOCKLEY and SOHO AND WINSON GREEN, with their memories and memorials of Watt, Boulton, and Murdoch. HANDSWORTH AND SMETHWICK are crowded with numerous workshops. At this point diverges the main route from Birmingham to Worcester, Malvern, Hereford, Cardiff, and South Wales. We next reach

WEST BROMWICH,

Fares—1st, 18/1; 2nd, 12/3; Parl., 9/9½. Return—1st, 34/4; 2nd, 23/6.

134 miles from Paddington. West Bromwich is situated in an extensive mining and manufacturing district of Staffordshire, on the outskirts of "the Black Country." The handsome Town Hall, the Free Library, and the West Bromwich Institute, with several churches and chapels, are the chief buildings of importance. In High Street is the General Post Office. The noble public park was the gift of the Earl of Dartmouth. Numerous coal and iron mines

are in the vicinity, and the local manufactures include the production of lighthouse and window glass, iron in various forms, gas stoves, safes, washing-powder, and other articles of utility or ornament. A market is held on Saturday. Hotels—the "Dartmouth" and the "Great Western." (*Population*—54,489.)

Press—*Free Press, Midland Sun, West Bromwich Weekly News.*

Speeding onwards, we arrive at SWAN VILLAGE—where a line diverges westward by way of GREAT BRIDGE to DUDLEY—and two miles farther pause at

WEDNESBURY,

Fares—1st, 18/8; 2nd, 12/8; 3rd, 10/1. Return—1st, 35/4; 2nd, 24/3.

137 miles from Paddington. Wednesbury is a busy nineteenth-century town, occupying the site of an old Saxon settlement and a heathen temple which was dedicated to Woden. In its place now stands the ancient parish church of St. Bartholomew's. The principal public buildings are the Town Hall and the Free Library. In Holyhead Road is the General Post Office. Brunswick Park is a charming ornamental area, covering more than twenty acres. The district is famous for its collieries, also for its extensive productions of iron tubes, metal fittings, railway wheels and axles, carriage axles and springs, iron and steel bridge work, edge tools, hardware, acids, and alkalis. A market is held on Friday. The "Anchor" and the "White Horse" are the leading hotels. (*Population*—25,342.)

Press—*Midland Advertiser, Wednesbury Herald.*

After passing BRADLEY AND MOXLEY, which with BILSTON are notable for their ironworks, we come to PRIESTFIELD, where we effect a junction with the Oxford, Worcester, and Wolverhampton section of the "*Great Western Railway*," ere we run onwards to

WOLVERHAMPTON,

Low Level Station,

Fares—1st, 19/4; 2nd, 13/-; Parl., 10/5. Return—1st, 36/6; 2nd, 25/-.

142 miles from Paddington. Wolverhampton, the capital of the Black Country, is a town of considerable antiquity, now chiefly famous for its immense output of locks, safes, and keys. Iron fencing and netting, galvanised and corrugated iron, telegraphic requisites, stable fittings, metal tubes, edge tools, Japanese goods, paint, and varnish are also produced in immense quantities.

One of the principal buildings of interest is St. Peter's Collegiate Church, a fine old Gothic building, which has been recently restored.

The Town Hall is a handsome structure, in which are located the public offices. The Art Gallery and Museum, an imposing Classical structure, in New Lichfield Street, contains a fine collection of pictures. Other public buildings are the Free Library, the Volunteer Drill Hall, the Exchange, where the ironmasters' weekly meetings are held, the Market Hall, and the Agricultural Hall, where the corn market takes place on Wednesday. Wolverhampton Park is an attractively-planted ornamental area of fifty acres, with a large lake, also cricket and volunteer drill-grounds. A new racecourse has been laid out at Dunstall Park, about a mile north of Wolverhampton. At Goldthorn Hill is the Wolverhampton Orphan Asylum. In Queen Square is a bronze equestrian statue of the Prince Consort, unveiled by H.M. the Queen in 1866; and upon Snow Hill is a statue of the Rt. Hon. C. P. Villiers, who formerly represented the borough in Parliament. The General Post Office is in Queen Street. Thursday is an early-closing day.

Wolverhampton is, by means of the "Midland Counties and South Wales Expresses," brought into direct connection with Malvern, Hereford, Newport, Cardiff, Swansea, Bristol, and the chief watering-places of the West of England. The spacious station is supplied with a letter-box, a telegraph office, a bookstall, and refreshment-rooms. The "Star and Garter," the "Peacock," and the "Coach and Horses" are the leading hotels. (*Population*—82,620.)

Press—Daily: *Express and Star*, *Midland Evening News*. Weekly: *Midland Counties Express*, *Midland Weekly News*, *Wolverhampton Chronicle*.

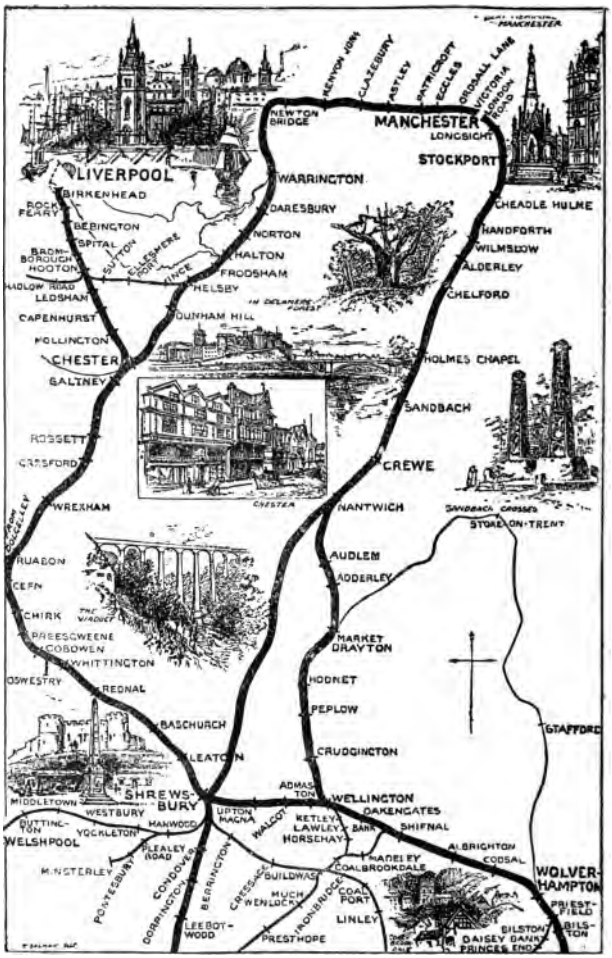
THE SHREWSBURY, CHESTER, AND BIRKENHEAD EXPRESSES.

B.—WOLVERHAMPTON TO WELLINGTON; MARKET DRAYTON, CREWE, AND MANCHESTER; COALBROOKDALE AND MUCH WENLOCK; SHREWSBURY FOR WELSHPOOL AND ABERYSTWYTH; OSWESTRY; RUABON FOR BALA, FESTINIOG, DOLGELLEY, AND BARMOUTH; AND *via* WREXHAM TO CHESTER FOR MANCHESTER, AND TO BIRKENHEAD FOR LIVERPOOL.

RHAIADR-Y-MAWDDACH.

THE "North Express," which during its run through the Midlands has gained many additional passengers, on leaving Wolverhampton takes a north-westerly course through Staffordshire. Ere long the main line enters Shropshire, and soon after sends out a short branch to the left for Madeley and Coalbrookdale. At Wellington passengers for Crewe and Manchester exchange trains, in order to proceed direct northwards *via* Market Drayton and Nantwich. Wellington itself is of considerable importance as the key to the great iron, tile, and pottery districts of Shropshire, its manufactures at Coalbrookdale, Ironbridge, Broseley, and Coalport being of world-wide celebrity. A branch line southward effects communication with the entire district, and also *via* Buildwas and Much Wenlock—well known for their monastic ruins—extends to Craven Arms for Ludlow, Leominster, and Hereford. From Wellington the trunk route extends westward to the ancient town of Shrewsbury, where passengers can by an exchange of trains proceed to Welshpool for the "*Cambrian Railways*" to the fashionable Welsh watering-place of Aberystwyth.

The main line extends from Shrewsbury towards Gobowen, where a short branch service affords access to Oswestry. As the express rolls onward, it presently crosses the picturesque Ceiriog Valley and enters Wales. Passing Chirk, and before reaching Ccfn, it permits its passengers to gain a most delightful prospect through the exquisite Vale of Llangollen, bordered by rugged mountains and watered by the winding Dee. Ruabon, the next


MANCHESTER
LIVERPOOL
NEWTON BRIDGE
LONGSIGHT
STOCKPORT
WARRINGTON
BIRKENHEAD
ROCK FERRY
BEBINGTON
SPITAL
BROMBOROUGH
HOOTON
SUTTON
ELLESMERE PORT
NORTON
RUNCORN
HALTON
FRODSHAM
HELSBY
HADLOW ROAD
LEDSHAM
CAPENHURST
DUNHAM HILL
IN DELAMERE FOREST
HOLLINGTON
CHESTER
GALTNEY
ROSSETT
GRESFORD
WREXHAM
RUABON
CEFN
CHIRK
THE WHARNEY
PENYCAE
LLANGOLLEN
PENTREBYCHAN
CROSS KEYS
NEWPORT
CAERLEON
CWMBRAN
CARDIFF
PENARTH
BARRY
PONTYPRIDD
ABERDARE
MERTHYR TYDFIL
CYFARTHFA CASTLE
BRECON
ABERGAVENNY
TREDEGAR
RHYMNEY
NEWPORT
CHEPSTOW
MONMOUTH
ROSS
HEREFORD
LEOMINSTER
LUDLOW
CLUN
BISHOP'S CASTLE
MONTGOMERY
WELSHPOOL
NEWTOWN
LLANIDLOES
RHAYADER
BUILTH
LLANDRINDOD WELLS
KNIGHTON
PRESTEIGNE
LEOMINSTER
TENBURY
BROMYARD
LEDBURY
GLOUCESTER
CHELTENHAM
STROUD
TEWKESBURY
EVESHAM
PERSHORE
WORCESTER
MALVERN
GREAT MALVERN
LITTLE MALVERN
BROADWAY
CHIPPING CAMPDEN
STOW-ON-THE-WOLD
MORETON-IN-THE-MARSH
NORTHLEACH
CIRENCESTER
FAIRFORD
LECHLADE
CRICKLADE
SWINDON
MARLBOROUGH
DEVIZES
CALNE
CHIPPENHAM
BATH
BRADFORD
TROWBRIDGE
FROME
SHEPTON MALLET
WELLS
GLASTONBURY
BRIDGWATER
TAUNTON
WELLINGTON
CREWKERNE
CHARD
AXMINSTER
LYME REGIS
BRIDPORT
DORCHESTER
WEYMOUTH
SHERBORNE
YEOVIL
SHAFTESBURY
BLANDFORD
WIMBORNE
CHRISTCHURCH
BOURNEMOUTH
POOLE
SWANAGE
WAREHAM
CORFE CASTLE
WAREHAM FOREST
DORCHESTER
BRIDPORT
AXMINSTER
SEATON
SIDMOUTH
EXMOUTH
EXETER
TOPSHAM
CREDITON
OKEHAMPTON
TAVISTOCK
LAUNCESTON
CAMELFORD
BODMIN
WADEBRIDGE
NEWQUAY
PADSTOW
ST. AUSTELL
TRURO
FALMOUTH
HELSTON
REDRUTH
CAMBORNE
PENZANCE
ST. IVES
HAYLE
ST. MICHAEL'S MOUNT
MARAZION
LIZARD POINT
THE LIZARD
LAND'S END
SCILLY ISLES
ST. MARY'S
TRESCO
BRYHER
ST. AGNES
ST. MARTIN'S
ST. HELIER
JERSEY
GUERNSEY
ST. PETER PORT
ALDERNEY
CASQUETS
CHANNEL ISLANDS
ENGLISH CHANNEL
BRISTOL CHANNEL
IRISH SEA
ST. GEORGE'S CHANNEL
CELTIC SEA
ATLANTIC OCEAN
NORTH SEA
HUMBER
THE WASH
BOSTON
SPALDING
PETERBOROUGH
STAMFORD
GRANTHAM
NEWARK
LINCOLN
GAINSBOROUGH
SCUNTHORPE
GOOLE
SELBY
YORK
HARROGATE
KNARESBOROUGH
RIPON
THIRSK
NORTHALLERTON
DARLINGTON
STOCKTON
MIDDLESBROUGH
REDCAR
SALTBURN
WHITBY
SCARBOROUGH
FILEY
BRIDLINGTON
HORNSEA
BEVERLEY
HULL
DRIFFIELD
MALTON
PICKERING
HELMSLEY
THIRSK
RIPON
RICHMOND
BARNARD CASTLE
PENRITH
KESWICK
COCKERMOUTH
WORKINGTON
WHITEHAVEN
MARYPORT
CARLISLE
GRETNA
ANNAN
DUMFRIES
CASTLE DOUGLAS
KIRKCUDBRIGHT
NEWTON STEWART
WIGTOWN
STRANRAER
PORTPATRICK
GIRVAN
AYR
KILMARNOCK
IRVINE
ARDROSSAN
SALTCOATS
GLASGOW
PAISLEY
RENFREW
GREENOCK
PORT GLASGOW
DUMBARTON
HELENSBURGH
ROTHESAY
ISLE OF BUTE
CAMPBELTOWN
KINTYRE
ISLAY
JURA
COLONSAY
OBAN
MULL
IONA
STAFFA
TIREE
COLL
BARRA
SOUTH UIST
BENBECULA
NORTH UIST
HARRIS
LEWIS
STORNOWAY
SKYE
PORTREE
RASAY
GAIRLOCH
ULLAPOOL
LOCHINVER
STORNOWAY
CROMARTY
INVERGORDON
TAIN
DORNOCH
WICK
THURSO
JOHN O'GROATS
DUNCANSBY HEAD
CAITHNESS
SUTHERLAND
ROSS-SHIRE
INVERNESS-SHIRE
ARGYLLSHIRE
PERTHSHIRE
FORFARSHIRE
KINCARDINESHIRE
ABERDEENSHIRE
BANFFSHIRE
MORAYSHIRE
NAIRNSHIRE
INVERNESS
FORT WILLIAM
BEN NEVIS
GLENCOE
LOCH LOMOND
LOCH KATRINE
LOCH ARD
LOCH ACHRAY
LOCH VENNACHAR
LOCH LOMOND
LOCH TAY
LOCH RANNOCH
LOCH EARN
LOCH LEVEN
LOCH LEVEN CASTLE
LOCH OF THE LOWES
LOCH OF CLUNIE
LOCH OF KINNORDY
LOCH OF BLAIRGOWRIE
LOCH OF BOYNDLIE
LOCH OF STRATHBEG
LOCH OF SPYNIE
LOCH OF FORTROSE
LOCH OF DUNBEATH
LOCH OF WATTEN
LOCH OF HEILEN
LOCH OF MEIKLE
LOCH OF MEIKLE
LOCH OF MEIKLE

halting-point, is the exchange station for the "*Great Western*" "Royal Route" through North Wales *via* Llangollen and Bala to Dolgelley and Barmouth. In August, 1889, this line was frequently used by the Queen during her visit to Palé. The countryside around Ruabon is remarkable for its vast coalfields, and likewise for the extent of its ornamental terra-cotta, pottery, and brick works. For some miles the line extends through populous colliery districts, which have their local capital or centre at Wrexham, a busy town surrounding a remarkably handsome parish church, and connected by a branch with Brymbo, the seat of immense iron and steel works. Wrexham is within an express run of eighteen minutes from the ancient city of Chester. Here passengers for the coast towns of North Wales and Ireland can exchange for the trains that *via* Llandudno Junction and Bangor run to Holyhead in connection with the "Royal Mail" steamers to Kingstown, likewise with those that sail to the North Wall, Dublin. Passengers desirous of proceeding without delay to Manchester can also, by exchanging trains, travel thence *via* Warrington.

The "North Express" still goes forward *via* Hooton—where is a branch to West Kirby—towards Rock Ferry, where passengers can exchange carriages for those of the trains running to Liverpool (*Central Station*) *via* the Mersey Tunnel. The terminus of the main line is at Birkenhead (*Woodside Station*). Here passengers and their luggage are without delay transferred to one of the numerous ferries that run in connection with the trains, and certainly afford the most picturesque approach to the great seaport of Lancashire. A few minutes suffice for crossing the Mersey, and passengers alighting at the *Landing Stage* will find numerous conveyances in attendance, by which they can at once drive to any part of Liverpool. From Liverpool (*Landing Stage*) the "Royal Mail" steamer of the "*Isle of Man Steam Packet Company*" sails each week-day for Douglas shortly before noon; while the fine passenger-steamers of the "*Belfast Steam Ship Company*" likewise sail each week-night direct to Belfast for all parts of North Ireland. Passengers' luggage is transferred without charge from the landing stage to the boats.

Continuing our journey from Wolverhampton, we take a north-westerly course, soon arriving at CODSALL. Two miles north of the line, just before entering Shropshire, is Boscobel, where Prince Charles hid from his pursuers. Our next stations are ALBRIGHTON and SHIFNAL, whence a branch *via* MADELEY COURT diverges to COALBROOKDALE. We next pass Hollinswood, near which are the celebrated Lilleshall Iron and Steel Works, and OAKENGATES, where coal and iron abound; then, noting the famous Wrekin on our left, we approach

WELLINGTON

(*For Crewe, Manchester, Much Wenlock, and Craven Arms*),

Fares—1st, 22/8; 2nd, 15/-; 3rd, 12/04. Return—1st, 42/1; 2nd, 28/0.

161 miles from Paddington. Wellington is a prosperous agricultural town and an important centre of the Shropshire iron district. Amongst the principal firms engaged in the staple production are the Lilleshall Iron Company, the Shropshire Iron Company, the Haybridge Iron Company, Messrs. Rollason and Co., and the Coalbrookdale Company, so widely celebrated for their ornamental castings. The district is also famous for its large output of roofing and encaustic tiles, especially in the neighbourhoods of Broseley, Jackfield, and Ironbridge, which are served by the "*Great Western Railway*," the chief manufacturers being Messrs. Maw and Co., Messrs. Craven, Dunnill and Co., and the Coalbrookdale Company; also Messrs. Exley and Co., W. P. Jones and Co., Prestage and Co., the Broseley Tileries Company, and Davies and Co.

Within a short distance of Wellington is the famous Wrekin, which from its summit, over 1,300 feet in height, commands magnificent prospects. As a railway centre, the town holds an important position, being in direct communication with Paddington, Birmingham, Manchester, Birkenhead, North Wales, and the Western Midlands. A market is held on Thursday, and Friday is the early-closing day. The General Post Office is in New Street. Hotels—The "Wrekin," the "Bull's Head," and the "Charlton Arms." Press—*Wellington Journal.* (*Population*—5,831.)

Ere continuing our journey to North Wales, Chester, and Birkenhead, we diverge northwards for the main line to Crewe and Manchester. After crossing the Shrewsbury Canal we reach CRUDGINGTON, and thence run to PEPLOW, which is succeeded by HODNET. From Hodnet a brief run leads us past Styche Hall (the birthplace of Lord Clive), to MARKET DRAYTON, where passengers can exchange carriages for the "*North Staffordshire*" trains to Stoke and the Potteries. Near here, on Bloreheath, was fought, in 1459, a desperate battle between the forces of York and Lancaster. Hurrying on, we pass ADDERLEY and AUDLEM, and then reach

NANTWICH,

Fares—1st, 21.2; 2nd, 16.6; 3rd, 13.2. Return—1st 46-; 2nd, 31'8.

27½ miles from Wellington and 59½ from Birmingham. Nantwich, on the banks of the Weaver, is famous for its saline springs and well-appointed medicinal brine baths. A market is held on Saturday, and Wednesday is the early-closing day. The "Lamb" and the "Crown" are the leading hotels. (*Population*—7,412.) Press—*Nantwich Guardian.* Resuming our journey, we pass through WILLASTON to

CREWE

(*For Manchester, Windermere, Edinburgh, Glasgow, and the Highlands*),

Fares from Bristol—1st, 20/10; 2nd, 17/3; Parl., 11/-. Return—1st, 33/8; 2nd, 31/-.

129½ miles from Oxford, 32 from Wellington, and 152 from Bristol *via* the Severn Tunnel. Crewe is probably the largest railway depôt in the world. The principal buildings of the town are a fine parish church, the Town Hall, and the excellent Mechanics' Institution. In the Market Place is the General Post Office. At the railway station, which is a point of exchange for passengers to the Lake District and the North, are letter-boxes, a telegraph office, bookstalls, and refreshment-rooms. Luncheon baskets are supplied. Passengers by certain trains travel from Paddington *via* Crewe to MANCHESTER in through carriages. Hotels—The "Crewe Arms" and the "Royal." (*Population*—24,385.) Press—*Crewe Chronicle*, *Crewe Guardian*.

Returning to WELLINGTON, we travel over the westerly branch by which Manchester is brought into direct communication with the local stations of Worcestershire, southern Shropshire, and Herefordshire. After diverging from Wellington it extends through KETLEY, LAWLEY BANK, and HORSEHAY (Dawley) to COALBROOKDALE and BUILDWAS JUNCTION, where passengers can exchange for the Severn Valley line to BRIDGNORTH and WORCESTER. The next station is

MUCH WENLOCK,

Fares—1st, 24/3; 2nd, 15/8; 3rd, 12/6. Return—1st, 43/9; 2nd, 28/9.

163 miles from Paddington. Much Wenlock is an agricultural centre in the limestone district. Its principal buildings are the ancient parish church, a quaint Guildhall, and the Market Hall. The ruins of Wenlock Abbey are very picturesque, and exhibit fine examples of both Norman and Pointed Gothic architecture. The General Post Office is in Barrow Street. A weekly market is held on Monday. Hotels—"Gaskell Arms," "Raven," "Swan and Falcon." The continuation of this service leads through PRESTHOPE, LONGVILLE, RUSHBURY, and HARTON ROAD to CRAVEN ARMS AND STOKESAY on the Shrewsbury and Hereford line.

Resuming our main-line journey from WELLINGTON, we successively pass the wayside stations of ADMASTON, WALCOT, and UPTON MAGNA, before reaching

SHREWSBURY

(*For Brecon, Aberystwyth, and Church Stretton*),

Fares—1st, 24/1; 2nd, 16/3; Parl., 13/-. Return—1st, 45/6; 2nd, 31/2.

172 miles from Paddington, 42 from Chester, 58 from Liverpool *via* Birkenhead, and 114 from Bristol *via* the Severn Tunnel. The

chief town of Salop, which owns many historic interests, is situated on two eminences, nearly surrounded by the Severn. For centuries it was environed by walls, and also contained a strongly fortified castle. At present its principal architectural remains comprise portions of this ancient stronghold, the ruined fragments of St. Chad's Church, the stately pile of St. Mary's, and the old Abbey Church of the Benedictine monastery. Some of the chief thoroughfares also contain quaint examples of mediæval timber-built dwellings, and the quaint Market House in the Square is a curious specimen of substantial Tudor work. In the Free Library and Museum, now located in the original buildings of the famous Shrewsbury School, are interesting and extensive collections of valuable antiquities. The county business is conducted at the Shire Hall, and the New Markets, an imposing pile erected at an expenditure of some £70,000, contain a spacious Corn Exchange, where a market is held on Saturday. Thursday is an early-closing day. The General Post Office is on Pride Hill.

In the suburb of Kingsland is the Royal Free Grammar School of Edward VI., founded in 1551, and ranking amongst the nine great public schools of England. A handsome modern chapel near to the scholastic buildings has sittings for five hundred boys. Not far distant is the Quarry, a charming recreation ground, with its beautiful lime avenues affording shady promenades on the banks of the Severn. Within a few miles of Shrewsbury is Wroxeter, formerly the great Roman town of Uriconium, of which exist considerable and highly-interesting remains. Near Uffington are the fine ruins of Haughmond Abbey. At Battlefield, in 1403, was fought the battle of Shrewsbury, in which Henry IV. gained a decisive victory over the Duke of Northumberland. Beyond the surrounding agricultural interest Shrewsbury has certain local manufactures—the largest centres of labour being the Abbey Works of the Midland Railway Carriage and Waggon Company, and the Coleham Foundry of Mr. Arthur Lowcock. Shrewsbury cakes are delicious edibles, which are sent to all parts of the country.

By means of the "Paddington to Birkenhead Expresses" and the "West to North Expresses" Shrewsbury is now brought into frequent and direct communication with all parts of the United Kingdom. Through carriages are provided to and from Southampton, Bournemouth, and Portsmouth. At the station are a letter-box, a telegraph office, a bookstall, and refreshment-rooms. The "Raven," the "George" and the "Crown" are the leading hotels. (*Population*—26,967.)

Press—Weekly: *Shrewsbury Chronicle, Shrewsbury News.*

Amongst the most popular railway services that emanate from Shrewsbury are those which running *via* HANWOOD—where a branch diverges for PLEALEY ROAD, PONTESBURY, and MINSTERLEY—

YOCKLETON, WESTBURY, MIDDLETOWN, and BUTTINGTON, communicate with WELSHPOOL for the main line of the "*Cambrian Railways*," a popular tourist system with a capital of £5,037,853 and 250 miles of track. From Welshpool this picturesque line extends through *Forden*, *Montgomery*, *Abermule*, and *Newtown*, to *Moat Lane Junction*, whence a southern extension leads by *Llanidloes* and *Builth Wells* to BRECON, a beautifully-situated inland county town in the Usk Valley, and within easy reach of the Brecon

IRELAND'S MANSION, SHREWSBURY.
(*From a photograph by Hudson.*)

Beacons. The "Castle" and the "Wellington" are the leading hotels. Still running westward, the seaside express passes by *Caersws*, *Pontdolgoch*, *Carno*, and *Llanbrynmair* to *Cemmes Road*, where passengers can join the little "*Mawddwy Railway*" diverging northward through *Cemmes* and *Aberangell* to DINAS MAWDDWY. From *Machynlleth* the "*Corris Railway*" extends *via Ffridd Gate*, *Llwyngwern*, and *Esgairgeiliog* to CORRIS for Cader Idris and Talyllyn Lake; also for *Garneddwen* and *Aberllefenny*. At MACHYNLLETH the "*Cambrian*" train is divided, one portion going northward to *Aberdovey* and *Towyn*, while the southern half, running *via Glandovey Junction*, *Glandovey*, *Ynyslas*, *Borth*, *Llanfihangel*, and *Bow Street*, reaches

ABERYSTWYTH.

(From a photograph by Mr. E. R. Clyde, Aberystwyth.

ABERYSTWYTH,

Fares—1st, 35/10; 3rd, 19/8½. Return—1st, 67/4; 2nd, 53/-.

253½ miles from Paddington and 124 from Birmingham *via* Wellington. Aberystwyth, with its western aspect on the shores of the wide Atlantic, and sheltered on the east and north by the steep Plynlimon Range, may justly claim peculiar climatic advantages. Indeed, with regard to a singularly mild, equable, and withal an invigorating temperature, Aberystwyth in all respects equals—and in some surpasses—the most fashionable watering-places of Great Britain. It also possesses a dry gravel soil, a singularly pure and abundant water-supply, and efficient sanitary arrangements. Every facility is provided for yachting, boating, fishing, and lawn tennis; while the bathing accommodation, including swimming-baths, is of exceptional excellence.

The chief charm of this favourite health resort is undoubtedly its fine crescent-shaped Marine Esplanade, long sea-frontage, and abundant provision for every description of seaside enjoyment. Inland, the drive of twelve miles to the romantic Falls of the Mynach and the Rheidol at the Devil's Bridge, permit glimpses of "Wild Wales" at her best. Craiglas Cove and the Monk's Cave are attractive spots on the rocky coast-line; and magnificent prospects over land and ocean may be gained from the summits of Pen Dinas and Constitution Hill. Clarach Valley, the charming waterfall of Pwll Caradoc, the cascades in Llynfant Vale, Llyn Teify, Borth Sands, and the ruins of Strata Florida Abbey are but some of the many choice spots to be reached by short excursions.

For a long period Aberystwyth has been the principal watering-place of Central Wales, and is therefore supplied with good public buildings, as well as with superior hotels and lodging-houses. Its most imposing architectural elevation is that of the University College for Central Wales, a magnificent Gothic pile of highly ornamental design, originally erected at an estimated cost of £80,000. Its admirable museum can at certain hours be inspected by visitors. Close at hand is the iron promenade pier. In the opposite direction are the Castle Grounds, containing a few fragmentary ruins of Aberystwyth Castle, and commanding good views over Cardigan Bay. Not far distant are the Assembly Rooms, which possess a subscription reading-room, also an excellent free library. In addition to the parish churches of St. Michael, Holy Trinity, and St. Mary's, are the chapels of the Baptists, Congregationalists, Calvinistic Methodists, United Free Methodists, and Wesleyans. The Town Hall is in the Queen's Road. In Terrace Road is the General Post Office.

Aberystwyth is within easy reach of the rich lead and copper

mines of Cardiganshire; it is also a prosperous agricultural centre, with a corn market on Monday. Charming railway excursions can be enjoyed over the picturesque coast lines of the "*Cambrian Railways.*" Aberystwyth is likewise in direct communication with Carmarthen, *via* Pencader; also with Brecon and Hereford, *via* Llanidloes. Hotels—The "Queen's," the "Belle Vue," and the "Golden Lion." (*Population*—6,696.) Press—*Aberystwyth Observer, Cambrian News, Cardigan Bay Visitor.*

Again departing from SHREWSBURY, and travelling *via* CONDOVER, DORRINGTON, and LEEBOTWOOD, we soon reach

CHURCH STRETTON,

Fares—1st, 24/4; 2nd, 16/3; 3rd, 13/-. Return—1st, 45/6; 2nd, 29/8.

103 miles from Bristol and 182½ from Paddington. Church Stretton nestles at the foot of a break in the hills, which rise precipitously behind it. On one side is seen the Caer Caradoc, one if not the last of the strongholds bravely defended by Caractacus in his fight for the liberty of his nation. It is a market town, but is especially noted as a health resort, owning waters of the greatest purity. Here is the "Church Stretton Hotel."

Resuming our northern journey from SHREWSBURY, we successively pass LEATON, BASCHURCH, and REDNAL. Then crossing the Ellesmere Canal, the express runs by WHITTINGTON, but pauses at GOBOWEN, where passengers for Oswestry exchange trains. Travellers from the North to Welshpool, Newtown, and Aberystwyth can also, by the same short branch service, reach the "*Cambrian*" system at

OSWESTRY,

Fares—1st, 27/8; 2nd, 18/3; Parl., 14/7. Return—1st, 51/-; 2nd, 32/-.

191½ miles from Paddington. Oswestry is a town of great antiquity. Here in 642 Oswald, King of Northumbria, fell in battle with the Mercians, under their monarch Penda. The town is chiefly noteworthy as an agricultural and educational centre of northern Shropshire. Its only building of architectural importance is the parish church. The General Post Office is in Church Street. A market is held on Wednesday. Hotels—The "Wynnstay Arms" and the "Queen's." (*Population*—8,496.) Press—*Oswestry and Border Counties Advertiser.*

Returning to GOBOWEN, we run on to PREESGWEENE amidst richly cultivated land, and amongst bold romantic hills pass onwards over a splendid viaduct into Wales. Crossing the Ceiriog, we see on the right an aqueduct erected to carry the Ellesmere Canal over the delightful valley through which we are passing, and presently reach CHIRK. The tower of the church may be seen to the right, near the village. On the opposite side of the line, but not visible, is *Chirk Castle*, one of the finest inhabited strongholds in the country.

It was built by Roger Mortimer, in the reign of our first Edward, and endured a siege during the Civil War between the King and the Parliament. The castle, which stands in a pretty and extensive deer-park, is open to the public on Thursdays, between the hours of twelve and five o'clock. It contains several relics of the great Civil War, also a fine collection of old paintings and furniture. Another of the local lions is Brynkinallt, the seat of Lord Trevor. At CHIRK STATION passengers can join the trains which are run over the Glyn Valley Tramway through *Pontfaen*, *Castle Mill*, *Pontfadog*, and *Dolywern* to GLYNCEIRIOG.

Hastening forward through pastoral scenery, with the Ellesmere Canal on our left, we suddenly emerge upon the Vale of Llangollen, affording a panorama of surpassing grandeur, which as we sweep by assumes many fresh aspects of beauty. In the distance rise the conical hill of Castell Dinas Bran and the Berwyn mountains, while through the picturesque valley winds the river Dee. A marked feature of the landscape is Telford's famous aqueduct, Pont Cysylltau, which conveys the Ellesmere Canal at a height of 120 feet above the river. It occupied some ten years in its construction, has a length of 1,050 feet, and cost about £50,000. The railway viaduct, from which we gain this entrancing prospect, is itself another triumph of engineering skill, having been pronounced to be an impossibility by so great an authority as George Stephenson; but it was successfully completed by the late Mr. Henry Robertson. It spans the Vale of Llangollen by a length of 1,530 feet, and has an elevation of 130 feet above the valley. Very soon we reach the populous little village of CEFN, having on our right Wynnstay Park, the seat of Sir Watkin Williams Wynn, famous for its glorious views, its magnificent oaks, and its herds of red and fallow deer. From Cefn we pass through a mining district to

RUABON

(*For Llangollen, Corwen, Bala, Festiniog, Dolgelley, and Barmouth*),
Fares—1st, 27/10; 2nd, 18/8; 3rd, 14/11. Return—1st, 51/9; 2nd, 32/8.

197 miles from Paddington. Ruabon, a picturesquely-situated village of Denbighshire, is chiefly remarkable as a railway centre for the widely-scattered mining and manufacturing interests that are peculiar to the district; likewise as the junction where passengers for Llangollen, Corwen, Bala, Festiniog, Dolgelley, Arthoy, and Barmouth exchange carriages (*see page* 313). Immense quantities of coal are raised at the celebrated Hafod, Wynnstay, and Vauxhall collieries; while the vast brick and tile industry, founded through the enterprise of Mr. J. C. Edwards, is still conducted by his well-known firm, and also by Messrs. Monk and Newell, Mr. H. R. Bowers, the Ruabon Glaze Brick and Terra-Cotta Company, Mr. H. R. Wyndham, the

Ruabon Brick and Terra-Cotta Company, and at the Red Ware Works recently established at Rhosllanerchrugog. Here are a letter-box, a telegraph office, and a bookstall on the up side, also a refreshment-room on the down platform. Hotel—The "Wynnstay Arms." (*Population*—15,194.)

Passing out of this populous centre, we run *via* JOHNSTOWN AND HAFOD through a region of coal mines and pottery works towards

WREXHAM

(*For the Brymbo Branch*),

Fares—1st, 2/10; 2nd, 1s/8; Parl., 1s/11. Return—1st, 5l/9; 2nd, 3l/8.

202 miles from Paddington. Wrexham, the largest market town in North Wales, is of considerable antiquity. The parish church, yet regarded as one of the seven wonders of Wales, is a fine building, completed in 1472, and remarkable for its quadrangular tower 135 feet in height, the summit of which is crowned by four pierced lantern turrets. A cattle market is held on Monday, a corn market on Thursday, and Friday is an early-closing day. At the periodical horse fairs one thousand horses frequently change hands. The surrounding district is especially noteworthy for the output of its numerous coal-mines, amongst the best known of which are the Plas Powr, Gatewen, Bersham, Wrexham and Acton, Westminster, Vron, New Broughton, Brynmally, and Ffrwd Collieries. The Brymbo Steel Works, with the lime-kilns and lead-smelting furnaces of Minera, are also large centres of labour. Nearer the town are Messrs. Clark and Reas' terra-cotta, brick, and tile works, the extensive Cobden Flour Mills, the breweries of Messrs. Soames and Co., and those of the Wrexham Lager Brewery Company; also the mineral water works of Messrs. Edisbury and Company, Limited. The railway station has a letter-box, a telegraph office, a bookstall, and a refreshment-room on the up platform. Branch services are run each weekday *via* PLAS POWER to BRYMBO. Hotels—The "Wynnstay Arms," the "King's Head," and the "Malor Arms" (temperance). (*Population*—12,552.) Press—*North Wales Guardian, Wrexham Advertiser*.

From Wrexham our journey is continued through the Alyn Valley to GRESFORD, and thence by ROSSETT to SALTNEY, where are the chain and anchor works of Messrs. Wood and Co., the factories of the Dee Oil Company, and the "*Great Western*" carriage-repairing shops. We then cross the Dee, and approach

CHESTER

(*For Warrington, Manchester, Llandudno, and Holyhead*),

Fares from Paddington—1st, 2/10; 2nd, 1s/8; Parl., 1s/11. Return—1st, 5l/9; 2nd, 3l/10.

150 miles from Oxford, 114½ from Stratford-on-Avon, 83½ from Birmingham, and 146½ from Cardiff; also *via* the Severn Tunnel, 156 from Bristol, 284½ from Plymouth, and 243 from Weymouth.

CHESTER

OWNS DIRECT RAILWAY COMMUNICATION with Rhyl, Colwyn Bay, Llandudno, Penmaenmawr, Llanfairfechan, Bangor, Carnarvon, Llanberis, and Holyhead.

ANTIQUI COLANT ANTIQUUM DIERUM.

A BIT OF OLD CHESTER.

Chester,

though essentially an English town, is actually the capital of North Wales, and the great centre of distribution for all Welsh products, among the chief of which are the celebrated Welsh flannel and tweed. These fabrics are a speciality of

BROWN & Co.

SILK MERCERS TO HER MAJESTY THE QUEEN;

while for information with respect to residences in the Principality, application should be made to

W. & F. BROWN & Co.

CABINET-MAKERS & UPHOLSTERERS TO H.R.H. THE PRINCE OF WALES,

HOUSE AGENTS,

EASTGATE ROW, CHESTER.

CHESTER

OWNS DIRECT RAILWAY COMMUNICATION w
London, Liverpool, Manchester, Edinburgh, Glasgo
North Wales, and the Midland Counties.

A Day in CHESTER.

Everyone who is travelling to the North, or to North Wales, should break his journey at Chester. No city in the kingdom has so well preserved its ancient style. A sight of the Walls, the Rows, the Cathedral, would of itself amply repay the visit. For the convenience of visitors it may be added that Messrs. Bolland & Sons' Restaurant will be found in Eastgate Row.

EASTGATE STREET, CHESTER :
SHOWING MESSRS. BOLLAND & SONS' RESTAURANT.
(*From a photograph by Messrs. Valentine & Son Dundee.*)

BOLLAND & SONS'

RESTAURANT, EASTGATE ROW, CHESTER.

BY SPECIAL APPOINTMENT

TO HER MAJESTY THE QUEEN.

TO H.R.H. THE PRINCE OF WALES.

WEDDING CAKES,

AS SUPPLIED TO HER MAJESTY THE QUEEN, AT WINDSOR.

Write for Illustrated Price List.

LUNCHEONS. DINNERS. SUPPERS.

WEDDING BREAKFASTS, BALL SUPPERS, AND GARDEN PARTIES, SUPPLIED IN RECHERCHÉ STYLE.

SOUPS, ENTRÉES, CONFECTIONERY, ICES, JELLIES, CREAMS.

Chester, the county town of Cheshire, derives its name from the Roman Ceastre. It was, at the time of the Roman occupation, the station of the Twentieth Legion, the "Victrix," and remained its principal headquarters for about four hundred years.

If the south wall, which skirts the River Dee, were a trifle more regular, the defences of the city would form a perfect oblong, of which the longer sides run north and south. This plan is in great part that of a Roman camp; and when it is seen that the position commands the mouth of the Dee, and is one of the gates of Wales, it is not surprising that the Romans made it a military base. The present walls follow the Roman lines very closely on three sides, whilst that on the western boundary is thought to be 150 yards outside the limit of the Roman wall, although parallel with it. That part of the city which lies within the walls is intersected by four main streets, two running from north to south, and the other two from east to west. A long struggle ensued, after the withdrawal of the Romans, between the Britons and Saxons until Chester in the ninth century became the capital of Mercia. When the Norman Conquest came, the city, and the county too, were conferred by William upon his nephew, known as "Hugh the Wolf," whose sword is one of the treasures of the British Museum; and upon the line of Hugh Lupus becoming extinct, Henry III. annexed the "county Palatinate" to the Crown, and created his son Earl of Chester—a title which the Prince of Wales still bears.

The walls, which embrace a circuit of some two miles, are surmounted by a paved pathway which varies in width, and is accessible from various points by means of flights of steps. Starting at Eastgate Street, and going northwards, we pass the Cathedral and the Phœnix Tower, whence Charles I., in 1645, viewed the defeat of his army on Rowton Moor. Turning westward, we shall reach the North Gate—a structure which in 1810 replaced an old gate-house; and at this point we find ourselves on one of the oldest portions of the wall, where by looking over the parapet we may see some of the Roman masonry, while further west are Morgan's Mount and a half-tower known as Pemberton's Parlour. At the north-western angle is Bonwaldesthorne's Tower, with a flight of steps leading down to a short causeway; and at the end of this is the Water Tower. In the adjoining garden is a Roman hypocaust, which was discovered in Bridge Street.

Pursuing our walk by the General Infirmary and the Queen's School, we cross the Watergate, and come to the Roodee, Chester's racecourse. We then cross the road leading to the Grosvenor Bridge on the right, while to the left it communicates with the Castle and the Grosvenor Museum. Skirting the Castle grounds, we now approach the famous Dee Mills, standing near

EASTGATE STREET, CHESTER.
(From a photograph by Hudson.)

the old bridge. From Bridge Gate we gain a good view of St. John's Church near the Dee, here spanned by a suspension bridge. A short distance farther we again reach our starting-point.

The Cathedral, dedicated to St. Werburg, was formerly attached to a Benedictine monastery, of which parts still remain. Its chief architectural features are the choir and choir aisles, which are choice examples of Decorated work; the nave, a Perpendicular composition; and the Lady Chapel, which, with the Chapter House, dates from the Early English period. A handsome monument commemorates Bishop Pearson, the author of the classic work on the Creed.

The old church of St. John's, situate without the walls, is said to have been founded in the seventh century by King Ethelred; and two centuries later was enlarged by Ethelfreda, daughter of Alfred the Great; it was originally the cathedral of the city. Although complete, so far as it goes, the church, as we see it, is only a fragment of the original edifice. Tradition affirms that in a cell on the cliff between St. John's and the Dee, Harold, the last of the Saxon kings, who was supposed to have been slain at Hastings, spent the closing years of his life as a hermit. In the same locality is the Grosvenor Park, the gift of the Duke of Westminster, whose fine seat, Eaton Hall, is one of the sights of the district.

Nearly opposite to the Cathedral is the Town Hall. But by far the most interesting features of Chester are to be found in its quaint old houses. There is hardly a road in which they are not to be seen; but the best specimens are in Watergate Street, among them one built by Bishop Lloyd, who was appointed to the See of Chester in 1605. Another picturesque old building in the same street is Stanley's House, which was formerly the home of the Stanley family. On another dwelling, dated 1652, appears the inscription, "God's providence is mine inheritance," said to have been placed there to commemorate the fact that this was the only house in the city which escaped the plague. In this and several other parts of the city are the Rows, the like of which, as Fuller truly averred, "is not to be seen in all England." These unique avenues extend along over the shops at a height of several feet above the street; while a second row of shops above the first faces the covered gallery, which has communications by steps with the street below. The General Post Office is in St. John's Street. A corn market is held on Saturday. The forest nurseries of Messrs. Dicksons, Limited, are within a short distance of the city.

Amongst the modern elevations which afford so remarkable a contrast to the ancient timber-built structures of Eastgate Row are the spacious premises occupied by Messrs. Brown, Holmes and Company, who are silk mercers by appointment to the Queen and

the Princess of Wales. This old-established firm, which in its extensive workrooms employs about 100 hands, is also largely interested in the manufacture of that useful fabric — genuine Welsh flannel. The adjoining pile of buildings, forming a very good example of modern Gothic, is owned by Messrs. W. and F. Brown and Co., who have a wide reputation for the excellence of their cabinet-making and upholstery departments. They are also especially noteworthy for their patented *spécialité*, mosaic tiles in ornamental woods. In passing, we may remark that this firm issues a useful monthly list of residential properties for purchase or rental in Chester, and indeed throughout Cheshire and North Wales. Amongst the attractive spots reached by short trips from Chester are Eaton Hall, the seat of the Duke of Westminster, and Hawarden Castle, the beautiful residence of the Right Hon. W. E. Gladstone.

Frequent trains *via* Ruabon afford access to the delightfully picturesque Welsh scenery that characterises the Vale of Llangollen, the Bala and Festiniog district, ever-attractive Dolgelley, and the charming seaside town of Barmouth. Northward, trains travel to Birkenhead for Liverpool, while those to the right reach the great city of Manchester. The completion of the Severn Tunnel has permitted the inauguration of special express services, which *via* Shrewsbury, Hereford, and Pontypool Road communicate direct with Bristol for all parts of the West of England. These trains also permit of direct access *via* Newport to Cardiff and South Wales. Passengers holding through tickets for Rhyl, Colwyn Bay, Llandudno, Bettws-y-Coed, Bangor, Carnarvon, Llanberis, Holyhead, Dublin, and Greenore, should here exchange for the expresses of the "*London and North-Western Railway*" *via* Holyhead. Through carriages run daily to and from Winchester, Southampton, Bournemouth, and Portsmouth *via* Birmingham, Leamington, and Oxford.

The railway station has postal and telegraphic accommodation, refreshment-rooms, and a bookstall. The leading hotels are the "Queen," adjoining the station, with which it communicates by a covered way; the "Grosvenor," "Blossom's," and the "Westminster" (temperance hotel). Those who may wish to be directed to a high-class restaurant may find in Eastgate Row the establishment of Messrs. Bolland and Sons, who have gained a well-merited celebrity for their manufacture of wedding-cakes. For this *spécialité* the firm has been honoured with the patronage of the Queen, the Prince of Wales, and other members of the Royal Family. (*Population*—37,105.) Weekly Press—*Chester Chronicle, Chester Courant, Chester Guardian, Chester Observer.*

Before completing our journey to Birkenhead for Liverpool (*Central Station* or *Landing Stage*) we should notice the line to Manchester. Leaving Chester, we pass through MICKLE TRAFFORD

to DUNHAM HILL, and thence run through HELSBY, FRODSHAM, HALTON, NORTON, and DARESBURY, ere we reach

WARRINGTON,

Fares from Bristol—1st, 22.10; 2nd, 19 9; 3rd, 13 -. Return—1st, 45 8; 2nd, 37.9.

174 miles from Bristol *via* Chester and the Severn Tunnel. Warrington is a large market town on the Mersey, celebrated for the manufactures of tools, iron, wire, soap, and leather. Hotels—"Patten Arms," "Norton Arms," "Lion," and "Woolpack." (*Population*—52,742.) Press—Daily: *Warrington Guardian.* Weekly: *Warrington Examiner, Warrington Guardian, Warrington Observer.*

From Warrington we run to EARLSTOWN JUNCTION, and effect a union with the Liverpool and Manchester road. Then by NEWTON-LE-WILLOWS, KENYON JUNCTION, GLAZEBURY, ASTLEY, BARTON MOSS, PATRICROFT, ECCLES, WEASTE, SEEDLEY, CROSS LANE, and ORDSALL LANE (*Salford*), we reach MANCHESTER (*Exchange Station*). (Page 363.)

Returning to CHESTER, and running northwards, we reach MOLLINGTON, which is succeeded by CAPENHURST, LEDSHAM, and HOOTON, where we may join a branch line on the left running by HADLOW ROAD and NESTON to PARKGATE. Hence by way of HESWALL, THURSTASTON, and KIRBY PARK, the branch reaches its terminus at WEST KIRBY. Another branch from HOOTON, passing through LITTLE SUTTON, ELLESMERE PORT, and INCE and HELTON, effects at HELSBY a junction for Manchester.

Pursuing our way to Birkenhead, with the Mersey drawing nearer on the right, we come to BROMBOROUGH, then run on to SPITAL, becoming well known for the celebrated Sunlight Soap Works of Messrs. Lever Brothers. Passing BEBINGTON, we pause at ROCK FERRY, where passengers for LIVERPOOL, by exchanging carriages from one side of the platform to the other, can enter the trains of the "*Mersey Tunnel Railway*," and travelling *via James's Street* reach the *Central Station* of the city in about ten minutes. After passing BIRKENHEAD (*Town Station*) we run on to *Woodside Station*, where we may join one of the frequent ferries that communicate with the *Landing Stage*, LIVERPOOL (*see page* 359). Our present terminus is

BIRKENHEAD,

(*For Belfast and North Ireland; also for Douglas and the Isle of Man.*)

Fares—1st, 29/-; 2nd, 20/4; Parl., 16 2½. Return—1st, 56/-; 2nd, 38/10.

228½ miles from Paddington, 15 from Chester, and 171 from Bristol. Birkenhead is a flourishing town, famous for its docks, which occupy an area of five hundred acres—a little world of quays, wharves, and warehouses. It is practically a portion of Liverpool, so regular and constant are its communications with that city by steam

ferries running all through the day and night, also by the services of the "*Mersey Railway*," its trains running every few minutes. The town possesses a Free Library, a School of Art, and other public buildings, also a remarkably beautiful park. In Conway Street is the General Post Office. Wednesday is an early-closing day. The railway station is supplied with a bookstall and refreshment-rooms. Through carriages run daily between Birkenhead and Bournemouth *via* Birmingham, Leamington, and Oxford. The leading hotels are the "Woodside" and the "Queen's." (*Population*—99,857.) Perhaps the most important development of the Channel passenger traffic between Liverpool and Belfast has been supplied by the fine steamers owned by the "*Belfast Steam Ship Company, Limited.*". One of these boats sails each week-night from LIVERPOOL (*Prince's Landing Stage* or *Prince's Dock*). Passengers travelling *via* the "*Great Western Railway*" can have their luggage transferred without charge to the steamer, which sails at 10.30 p.m. and reaches BELFAST (*Donegal Quay*) early on the following morning, in time for the morning trains which afford the means of communication with Londonderry and throughout Ireland.

Press—Weekly : *Birkenhead Advertiser, Birkenhead News.*

The "*Great Western*" likewise affords a most convenient route for tourists wishing to visit the Isle of Man. At Birkenhead they can also be at once transferred to the *Landing Stage* at LIVERPOOL, whence depart the fine boats owned by the "*Isle of Man Steam Packet Company*" for

DOUGLAS,

Fares from Paddington—1st, 35/-; 2nd, 27/9; 3rd, 20/-. Return—1st, 68/6; 2nd, 54/-.

95 miles from Chester. Douglas, a handsome seaport of Manxland, one of the favourite insular bathing-places of the North, is favoured with an exquisite climate. Admirable facilities for short excursions are afforded by the "*Isle of Man*" and the "*Northern Manx*" railways. Their principal stations are at Castletown, within easy reach of the magnificent rock scenery in the neighbourhood of Bradda Head, Port Erin, and the Calf of Man; Peel, a quaint fishing town by the ruins of its formerly extensive castle; and Ramsey, a charming watering-place overlooking Ramsey Bay. Several wayside stations are also capital starting-points for pedestrian rambles to such attractive destinations as the Rhenass Waterfall, Soderick Glen, Sulby Glen, Kirk Braddan Church, Glen Helen, and Mount Snaefell. The leading hotels are the "Castle Mona," "Fort Anne," "Royal," "Peveril," "Villiers," "Grand," "Athol," "Regent," "Granville," "Central," and the "Belvedere Temperance Hotel." (*Population of the Isle of Man*—55,598.) Press—*Isle of Man Examiner, Isle of Man Times, Manx Sun, Manx Herald, Mona's Herald.*

MAP

OF THE

NORTH WALES

DISTRICT,

IN

DIRECT CONNECTION

WITH

LONDON,

PENZANCE,
PLYMOUTH,
EXETER,
BRISTOL,
BIRMINGHAM,
WOLVERHAMPTON,
WORCESTER,
HEREFORD,
OXFORD,
WEYMOUTH,
LEAMINGTON
WARWICK.

SCOTLAND,

IRELAND,

AND THE

CHANNEL ISLANDS,

BY THE

EXPRESS SERVICES

OF THE

GREAT WESTERN RAILWAY.

castle-on-Tyne, York, Leeds, Bradford, Manchester, Warrington,

LLANGOLLEN

may be described as a most charming and convenient tourist centre, owning direct railway connections with London, Birmingham, Liverpool, Manchester, Leeds, and the North.

EDWARDS'S HAND HOTEL

OMNIBUSES FROM THE HOTEL MEET ALL TRAINS.

IS UNEQUALLED FOR THE BEAUTY OF ITS SITUATION UPON THE BANKS OF THE DEE.

THE "HAND HOTEL," LLANGOLLEN.
(From a photograph by Messrs. Lettsome & Sons, Llangollen.)

SEVERAL BEDROOMS AND SITTING-ROOMS HAVE BEEN ADDED TO THE HOUSE IN ORDER TO MEET THE REQUIREMENTS OF THE MANY FAMILIES VISITING THIS DELIGHTFUL NEIGHBOURHOOD.

TABLE D'HÔTE.

BILLIARDS.

For Llangollen, see page 315.

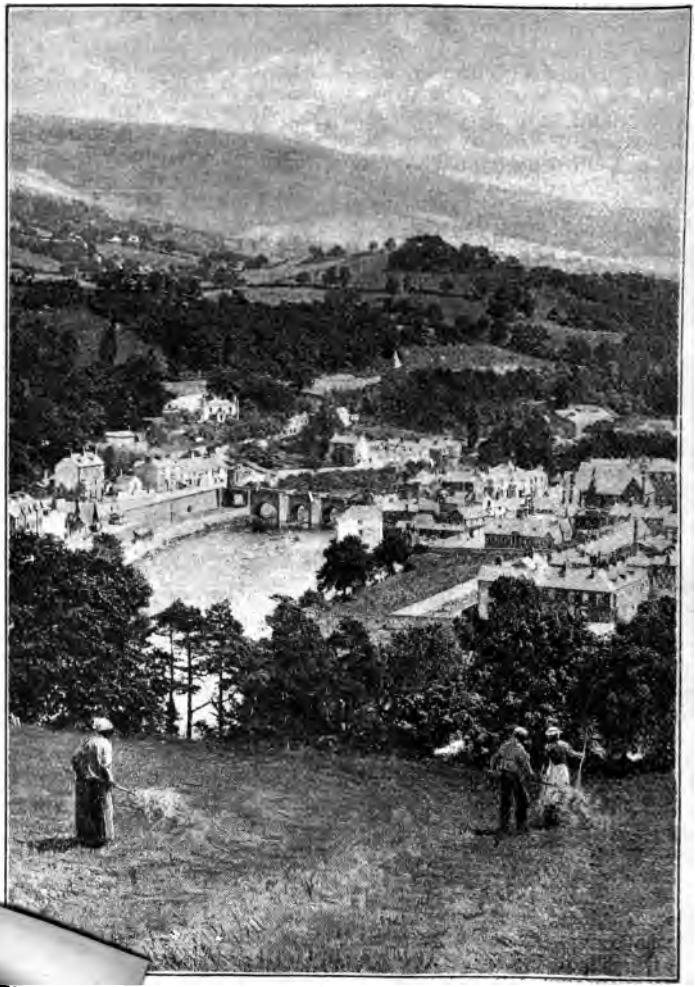
THE LLANGOLLEN, DOLGELLEY, AND BARMOUTH EXPRESSES.

C.—Ruabon to Llangollen, Corwen, and Bala; Festiniog and Blaenau Festiniog; Dolgelley and Barmouth; Harlech; Towyn and Aberystwyth.

WHEN so great an authority as Professor Ruskin has affirmed that "the Vale of Llangollen is one of the most beautiful spots in Wales or anywhere else," further praise of its countless attractions would be simply an act of supererogation. And yet charming as it may be, its loveliness only furnishes a fit preface to the many and varied beauties which are successively unfolded to travellers over the picturesque "Royal Route" by which the "*Great Western Railway*" approaches Festiniog and Barmouth. As a general rule the holiday tourist, with limited time, is usually in search of much scenery within little space. To such the Welsh territory of the "*Great Western*" will prove a veritable El Dorado of scenic riches. Within the eighty miles of railway west of Ruabon are countless examples of typical Welsh landscape, comprising verdant valleys and rugged mountains, with endless choice bits through the woodlands, or by the lakeside and the rivers. At its westward extremity, overlooking Cardigan Bay, is Barmouth, one of the fairest of the fair seaside watering-places to be found in Wales.

BALA LAKE.
(*From a photograph by Messrs. Poulton & Son, London.*)

Fortunately there are but few places which are not within direct reach of this unique Welsh pleasure-ground. The preceding divisions of the present section will have shown its easy accessibility from London, Portsmouth, Southampton, the Channel Islands, Weymouth, Birmingham, Worcester, and Wolverhampton, in connection with expresses from Paddington. Passengers from Newcastle-on-Tyne, York, Leeds, Bradford, Manchester, Warrington,



LLANGOLLEN.

(From a photograph by Messrs. Lettsome & Sons, Llangollen.)

ruins of an ancient abbey, taking its name, as the valley does, from a stone memorial cross, the mutilated time- and weather-worn remains of which still exist in an adjacent field.

Llangollen is visited by a large number of anglers, for whose benefit we may mention that excellent fishing for trout and grayling may be had between Llansantffraid and Pont Cysylltau; and for salmon, between there and Llangollen weir. The preserve for salmon trout and grayling extends from Llansantffraid Bridge to the Chain Bridge, also for trout and grayling from Llangollen Weir to Newbridge. Fishing tickets can be obtained in the neighbourhood. Pleasure boats ply from Llangollen to Berwyn or to Chirk. A weekly market is held at Llangollen on Saturday. Hotels—the "Hand," the "Royal," and the "Grapes." (*Population*—3,225.) Press—*Llangollen Advertiser*.

Pursuing our route through Llangollen's beautiful valley, we pass along beside the swiftly-flowing Dee, and leaving Barber's Hill or Moel-y-Geraint on our left, rising above the surrounding eminences, we very quickly reach—amidst the most delightful scenery—BERWYN, spreading from the valley up the hillside, with a chain bridge leading to it over the river. Its Elizabethan station is considered one of the most picturesque in Wales. Running on through the valley, we may see Braich-y-Gwynt, the residence of Sir Theodore Martin and Lady Martin (Helen Faucit), also Llantysilio Hall; then passing through a tunnel, and emerging with the mountains rising grandly in the distance, the nearer scenery grows more wildly romantic. Passing GLYNDYFRDWY, we note Sychnant on our right, a steep little hill where Owen Glendower—"the Wallace of Wales"—once had his residence.

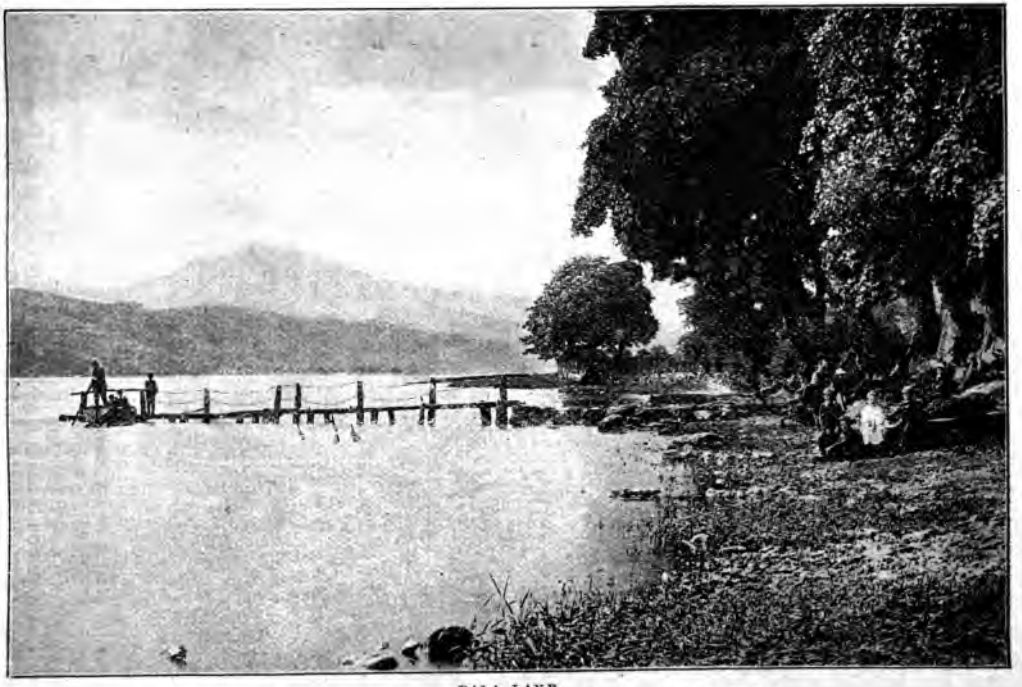
With the mountains of Moel-y-Gamelyn and Moel Morfydd in the distance, and the Dee still dashing along impatiently upon our right, we now run past woodland heights, rich in the most brilliant diversity of colour, and backed by the barren slopes of the Berwyns, to CARROG, a charmingly-situated village. Three miles farther westward we reach

CORWEN

(*For Ruthin, Denbigh, and Rhyl*),

Fares—1st, 30/6; 2nd, 20/4; 3rd, 16/2½. Return—1st, 56/6; 2nd, 37/-.

212 miles from Paddington. Corwen is chiefly remarkable as a favourite centre with anglers, the waters of the Dee and the Alwen here affording capital grayling, trout, and salmon fishing. Sportsmen can also repair to the heathery moorlands of the Berwyns. The village stands beneath a rock on the left bank of the Dee, and is historically famous as the spot at which Owen Gwynedd gathered together the forces with which he defeated the mighty invading



BALA LAKE.

(From a photograph by Messrs. Carl Norman & Co., Tunbridge Wells.)

army of Henry II. in 1165. Remains of an ancient British camp exist on a hill above the town, from which splendid views are commanded. Hotel—the "Owen Glyndwr." (*Population*—2,680.)

Passing onward, we come to Llangar Church, where the river Alwen joins the Dee, which runs coquettishly to and from us as we hurry on to CYNWYD. Then after crossing the river Trysion, we see the grey stone walls and slated roofs of the village of LLANDRILLO, about half a mile from the station at the foot of the Berwyn mountains. Running beside the Dee, and presently crossing it, we still keep the river company as far as LLANDERFEL. On the left is Palé, which was honoured during the summer of 1889 by a visit from the Queen. Through scenes ever changing and always beautiful we pass amidst eastern Merionethshire to

BALA,

Fares—1st, 32/6; 2nd, 21/6; 3rd, 17/2. Return—1st, 60/-; 2nd, 37/8.

223½ miles from Paddington. Bala is a thoroughly old-fashioned, rustic, unpretentious little place, popular with artists, mountaineers, sportsmen, and anglers, having good shooting on its healthy hills, and being in the neighbourhood of some of the loftiest mountains, antiquarian objects, and places of picturesque interest. It is also near the great Lake of Llyn Tegid, the largest in Wales, commonly called Bala Lake. This beautiful piece of water is nearly a mile in breadth, and about four or five miles in length, excellent for fishing, but, in consequence of its abruptly-shelving shore, dangerous for bathing. There are many other lakes in the neighbourhood, and the surrounding scenery is romantically picturesque. A mound called Tommen-y-Bala is ascended by a winding path, and commands some beautiful views over the town and the richly-cultivated hills and hollows beyond, with the river, and in the distance the mountains of Cader Idris, Aran, and Arenig. The leading hotels are the "White Lion," the "Plasgoch," and the "Bull." (*Population*—1,622.)

From Bala we diverge to FRONGOCH and ARENIG, close beside the great mountain of that name, 2,809 feet in height. Passing TRAWSFYNYDD and MAENTWROG ROAD, we approach

FESTINIOG,

Fares—1st, 36/-; 2nd, 23/8; 3rd, 18.11. Return—1st, 66/3; 2nd, 42/-.

245 miles from Paddington. At Festiniog we are within easy reach of some of the most highly-praised and beautiful scenery of ever-beautiful Merionethshire. Hotels and lodging-houses are numerous, and the romantic falls of the Pistyll-y-Cwm and Cyn Fael, with the curious rock known as Hugh Lloyd's Pulpit, are about half a mile from the village. From the churchyard we get a fine view of the valley, its wood and water and majestic heights, opening at its lower

extremity to Cardigan Bay. The principal private lakes in the district have lately been thrown open to the public, and are governed by an association; the annual angling fee is 2s. 6d. So many as 15,000 trout procured from Loch Lomond have been placed in the waters.

FESTINIOG.

(From a photograph by Messrs. Carl Norman & Co., Tunbridge Wells.)

From Festiniog the branch extends through MANOD to its termination by the slate quarries at BLAENAU FESTINIOG. From *Duffries* diverges the narrow-gauge "*Festiniog Railway*," which by winding and picturesque ways crosses the Welsh mountains. It has stations at *Tan-y-Grisiau, Ddualit, Tan-y-Bwlch, Penrhyn, Mynfford Junction,* and terminates at *Portmadoc,* a small shipping port on the *shores of* Cardigan Bay. Blaenau Festiniog is only twelve miles

from Bettws-y-Coed. Hotels—"Pengwern Arms" and "Abbey Arms" at Festiniog; and the "Queen's" at Blaenau Festiniog.

Returning to BALA JUNCTION, and resuming our journey, we run beside Bala Lake for its entire length. On the opposite bank,

DOLGELLEY.

(From a photograph by Messrs. Catherall & Pritchard, Chester.)

amongst the yew-trees at the foot of the green hills, we may discern the church of Llanycil, with the summit of Arenig rising into the clouds above it. Presently we pass on the left hand Llangower church and on the right Glanllyn, a mansion belonging to Sir H. L. Watkin Williams-Wynn, while dark and stern the rock of Castell Carn Dochan rises boldly before the distant hills, its summit crowned by the ruins of an ancient castle. LLANUWCHLLYN is in

a romantic valley, where once was the Roman station Caer Gai. Crossing the river Twrch, we run into a cutting and emerge with the heights of Arran Benllyn on our left. Passing on beside the river Wnion, which we cross and re-cross, we pursue our route amidst highly picturesque scenery to DRWS-Y-NANT, and thence by BONT NEWYDD reach

DOLGELLEY,

Fares—1st, 35 4; 2nd, 23 4; 3rd, 18 8. Return—1st, 65/-; 2nd, 40/10.

240½ miles from Paddington, 113 from Birmingham, 77 from Liverpool, 101 from Manchester, and, *via* the Severn Tunnel, 182 from Bristol. Dolgelley, the tiny capital of Merionethshire, is a matchless centre for some of the finest rock, wood, river, valley, and mountain scenery of North Wales. It is an old-fashioned town, situated at the foot of Cader Idris, and beyond its agricultural surroundings is remarkable for the local manufactures of Welsh tweeds and flannels. Amongst the many attractive spots reached by walking ordriving are the charming valleys of Wnion and Abergwynant; the waterfalls of Rhaiadr-du, Pistyll Cain, and Rhaiadr-y-Mawddach; the angling waters of Ty'n-y-Groco and Tal-y-Llyn; the fine viewpoint of Moel Offrwm; and the beautiful grounds surrounding Nannau House. The ascent of Cader Idris offers magnificent prospects. Within the picturesque grounds of Caerynwch, two miles from Dolgelley, is the Torrent Walk, where the river, flowing through an exquisite glen, forms a series of rapids and cascades as it leaps over scattered rocks, loose stones, and boulders. Three miles from the town is the Precipice Walk, which commands a series of the grandest prospects, and skirts the loftiest summits of Moel-Cynwch. About nine miles from Dolgelley is the Mount Morgan Gold Mine. Markets are held on Tuesday and Saturday. The leading hotels are the "Golden Lion," the "Ship," and the "Angel." (*Population*—2,467.) Press—*Merionethshire News, Y Dydd, Y Goleuad.*

From June to September the journey from Dolgelley is continued by through carriages from Paddington. The remaining few miles, during which the line skirts the Mawddach estuary, afford one of the most charming railway rides to be had in Wales. After pausing at *Penmaenpool*, *Arthog*, and *Barmouth Junction*, the train, curving northward, crosses the estuary by a bridge 2,400 feet in length, and enters

BARMOUTH

(*For Harlech, Towyn, and Aberystwyth*),

Fares—1st, 36 8; 3rd, 19 5½. Return—1st, 67/8; 3rd, 38/11.

250 miles from Paddington. A wide expanse of firm sand, a little town clustered at the foot of the cliffs or scattered in picturesque

RHAIADR WATERFALL, NEAR DOLGELLEY.

(From a photograph by Messrs. Green Brothers, Grasmere.)

disorder over their steep but verdant slopes, and a matchless combination of the choicest marine and mountain prospects, are the chief characteristics of Barmouth. Indeed, the variety, which is undeniably charming, may be enjoyed to the full by those holiday folk who are fortunate enough to linger awhile at this pretty seaside resort of Merionethshire. Bathing, boating, fishing, and promenading over that matchless esplanade Barmouth Railway Bridge, are in themselves a host of pleasures to those escaped from city life. But, apart from these, the tourist may take well-nigh countless trips by rail, road, river, or sea, and thus reach enchanting view-points such as the Panorama Walk, Llanaber Church, and the route to Cors-y-gedol; scale the steeps of Cader Idris and its companion mountains; carry his rod along the banks of the Towyn and the Wnion, or to the shores of Llyn Creigenen and Llyn Cwm Bychan; or visit the romantic waterfalls of Arthog and the glen of Pant Einon. The coast lines of the "*Cambrian Railway*" lead northwards by Harlech to Portmadoc, Criccieth, and Pwllheli; and southward by Towyn, Aberdovey, and Borth to Aberystwyth. The leading hotels are the "Cors-y-gedol," the "Marine," the "Lion," the "Barmouth," and the "Talydon Private Hotel." (*Population*—2,045.) Press—*Barmouth Advertiser.*

BARMOUTH BRIDGE AND CADER IDRIS.

(*From a photograph by Mr. H. Owen, Barmouth.*)

THE WORCESTER AND WEST MIDLAND EXPRESSES.

VII.—PADDINGTON AND OXFORD TO WITNEY AND FAIRFORD; CHIPPING NORTON; CHELTENHAM; STRATFORD-ON-AVON; EVESHAM AND WORCESTER; AND *via* DROITWICH, KIDDERMINSTER, STOURBRIDGE, AND DUDLEY TO WOLVERHAMPTON; ALSO *via* BEWDLEY TO TENBURY; AND *via* BRIDGNORTH TO SHREWSBURY.

ON THE SEVERN.

ANOTHER very important main-line service from London to the Midland Counties is that afforded by the "Western Midlands Express." It not only serves a wide agricultural district, which has long been celebrated for its extensive growth of fruit and hops, but likewise deals with the important manufacturing interests of Worcestershire. It likewise carries numbers of the tourist class who delight in the hill and river scenery of the Severn Valley. The route followed as far as Oxford is that of the "Midland and North" fast trains, and consequently permits of similar connections at Reading and Didcot Junction. At Oxford the carriages comprising the express to the Western Midlands are sent forward over the main route that bears away to the left shortly before reaching Yarnton, whence the Witney and Fairford branch diverges to the south-west. At Chipping Norton Junction the Worcester line connects with trains running eastward by Chipping Norton to Banbury, and westward by Bourton-on-the-Water to Cheltenham. Farther northward is Honeybourne, the western exchange station for the branch to Stratford-on-Avon with its relics of William Shakespeare. This line has its eastern junction at Hatton on the main route to Leamington or Birmingham. Then passing through the extensive fruit plantations of Evesham and Pershore, the express enters Worcester (*Shrub Hill Station*).

After a pause of not less than five minutes at Worcester the train moves onward, and presently passes Droitwich, well known for the medicinal efficacy of its powerful brine springs. From Hartlebury extends the picturesque Severn Valley line, which *via* the pleasantly-situated town of Bridgnorth and the prosperous iron and pottery districts surrounding Coalport, Ironbridge, and Broseley, reaches Shrewsbury. At Kidderminster another extension, *via* Bewdley, Tenbury, and Wooferton Junction, diverges westward to Ludlow; also *via* Leominster to Hereford, for Bristol, Cardiff, and South Wales. The next stopping-point of importance is Stourbridge Junction for Stourbridge and Birmingham. Finally through Dudley, whence another route leads to Birmingham, the train reaches Wolverhampton.

THE route followed by the Worcester or West Midland expresses as far as OXFORD is the same as that of the Birmingham, Manchester, and Birkenhead trains. Two miles beyond Oxford we arrive at YARNTON, where the Witney and Fairford line diverges westward. After leaving Yarnton village, and gaining a last view of the Isis, we presently run into the Evenlode Valley, and reach HANDBOROUGH, with its parish church, to the left, while to the right is Blenheim Park, the magnificent ancestral seat of the Duke of Marlborough. We next pass CHARLBURY, with Cornbury Park, the seat of Lady Churchill, on our left. This is succeeded by ASCOTT-UNDER-WYCHWOOD and SHIPTON, near which are the remains of Bruern Abbey. Not far distant is CHIPPING NORTON JUNCTION (*for Chipping Norton, Banbury, and Cheltenham*), whence a branch strikes to the right for

CHIPPING NORTON,

Fares—1st, 14/9; 2nd, 9/3; 3rd, 7/4½. Return—1st, 25/10; 2nd, 16/3.

89 miles from Paddington. Chipping Norton is an important agricultural centre, and has extensive woollen factories; while the manufacture of gloves is a flourishing industry. The Church of St. Mary is a venerable structure, containing several monuments. The Town Hall, a handsome stone building in the classical style, contains a well-furnished reading-room and library. An extension of the railway eastward, opened in 1887, communicates by way of HOOK NORTON, BLOXHAM, and ADDERBURY, with KING'S SUTTON on the main line to BANBURY, which is the terminus for the branch service. The General Post Office is in the Market Place. A weekly market is held on Wednesday, and Thursday is an early-closing day. Hotels—"Blue Boar," "Crown," "Fox," and "White Hart." (*Population*—4,222.) Press—*Chipping Norton Chronicle, Oxfordshire Weekly News.*

From CHIPPING NORTON JUNCTION also runs a westward branch, which crosses the Evenlode and enters Gloucestershire, the

first station, STOW-ON-THE-WOLD, being succeeded by BOURTON-ON-THE-WATER, NOTGROVE AND WESTFIELD, ANDOVERSFORD, CHARLTON KINGS, LECKHAMPTON, and CHELTENHAM.

Returning to the main line at CHIPPING NORTON JUNCTION, we travel amidst delightful views, and presently pass close by Daylesford, which was once the seat of Warren Hastings, the famous Governor-General of India. Soon after we come to ADLESTROP, a village away beyond the park to the right, which is the seat of Lord Leigh. The village to the left is Oddington. A pleasant run now brings us to MORETON-IN-THE-MARSH, whence a locomotive tramway in connection with certain trains serves STRETTON-ON-FOSSE, LONGDON ROAD, and SHIPSTON-ON-STOUR. Past BLOCKLEY, near which is Northwick Park, the seat of Lady Northwick, we come to CAMPDEN, a small market town, where are the ruins of a once magnificent mansion, that covered eight acres. Campden House is one of the seats of the Earl of Gainsborough. A tunnel now takes us through the Mickleton Hills; and a run of about four miles leads us to HONEYBOURNE (*for Stratford-on-Avon*). The Stratford line, striking due north, passes by way of LONG MARSTON and MILCOTE to STRATFORD-ON-AVON (*see page* 285). The succeeding stations are WILMCOTE, BEARLEY (whence is a branch *via* GREAT ALNE to ALCESTER), and CLAVERDON. At HATTON passengers join the main line for Birmingham or Leamington.

Leaving HONEYBOURNE, we continue our main-line journey, pass Bretforton, and run on by LITTLETON AND BADSEY to

EVESHAM,

Fares—1st, 1/8; 2nd, 11/-; 3rd, 8/10. Return—1st, 31/-; 2nd, 19/6.

107 miles from Paddington. Evesham is a beautifully-situated town on the banks of the Avon. Here, on August 3, 1265, was fought the battle of Evesham, which resulted in a victory for the forces of Henry III., by the defeat of Simon de Montfort, Earl

ALL SAINTS' CHURCH AND ABBEY RUINS, EVESHAM.
(From a photograph by Messrs. G. W. Wilson & Co., Aberdeen.

WORCESTER CATHEDRAL, FROM THE SEVERN.
(From a photograph by Mr. Harvey Barton, Bristol.)

of Leicester. The town is a well-built and prosperous one, in the fertile valley of Evesham, which has long been famous for its market gardens and orchards, covering some four thousand acres. The General Post Office is in the Market Place. A market is held on Monday, and Wednesday is an early-closing day. Hotels—"Crown" and "Railway." (*Population*—5,836.) Press—*Evesham Journal, Evesham Standard.*

On leaving Evesham the Avon is recrossed, and on the right we see the Abbey Manor House, pleasantly situated above the river. FLADBURY is soon reached, to the right of which is Craycombe House. PERSHORE, famous for its abbey, next comes into view, and we may discern the Malvern Hills away across the Severn to the left. Thence by NORTON JUNCTION we reach

WORCESTER,

Shrub Hill Station,

(*For Malvern, Bromyard, Bridgnorth, and the Severn Valley*),

Fares—1st, 19/-; 2nd, 12/-; Parl., 9/6. Return—1st, 33/3; 2nd, 21/-.

120½ miles from Paddington, 36 from Birmingham, 33½ from Wolverhampton, 29½ from Hereford, 83½ from Cardiff, and 197 from New Milford. The ancient city of Worcester is, in many senses, one of the most important county capitals of England. Its site on the banks of the Severn was in far-away centuries successively a British village, a Roman station, and a Saxon settlement, and in mediæval times became a favourite city with many of the early Plantagenet kings. But its most noteworthy share in the national history was gained during the period of the great Civil War, when, owing to its long-sustained lealty to the Crown, it became known as "the faithful city." More than one hundred bishops have ruled over the diocese, which was established in A.D. 680. In the later years of this nineteenth century Worcester takes high rank as a prosperous manufacturing, agricultural, and educational centre of the Western Midlands, of which it is in some respects a small metropolis. It enjoys an admirable system of express communication with all parts of the United Kingdom; and by means of eight distinct services of the "*Great Western Railway*" is brought into direct communication with Oxford and London (*Paddington*); Birmingham (*Snow Hill*); Wolverhampton (*Low Level Station*); *via* Malvern and Hereford, with Cardiff, for South Wales and Ireland, also *via* the Vale of Neath with Swansea; *via* Bewdley with Bridgnorth and Shrewsbury, also *via* Tenbury with Ludlow and Leominster; *via* Honeybourne with Stratford-on-Avon and Leamington; *via* Ledbury with Gloucester; and *via* Henwick with Bromyard. The Company's stations are at *Shrub Hill* and at *Foregate Street*, in the heart of the city.

Worcester possesses wide well-kept thoroughfares and substantial public buildings. The chief of these are the Guildhall and Assembly Rooms, in High Street, a plain but imposing early Hanoverian building, containing some valuable portraits; the Shire Hall, a spacious classical pile in Foregate Street; the Public Library and Museum, and the Theatre Royal. The Cathedral Grammar School of Henry VIII. is held in the magnificent Gothic refectory of the ancient Benedictine monastery. In the Tythings are the handsome buildings of the Worcester Royal Free Grammar School. The Government School of Design is in Pierpoint Street. The city is provided with excellent clubs. Agricultural interests are provided for by the Hop Market in Foregate Street, and the Corn Exchange in Angel Street, where weekly markets are held on Saturday. Thursday is an early-closing day. The General Post Office is in Pierpoint Street.

The ancient Cathedral of St. Mary, which stands on the eastern bank of the Severn, is principally remarkable for the Gothic work that was prevalent during the thirteenth and fourteenth centuries, and especially for the graceful Early English details of the choir, with its fine oaken stalls. The nave is partly a Decorated and partly a Perpendicular composition. The old Norman crypt of Bishop Wulstan, the Transition chapter house, and the cloisters, are of much interest. The building was subject to a restoration under Sir Gilbert Scott, at a cost of £100,000. The monuments are of exceptional interest and splendour, including, with the ancient tomb of King John, several fine examples of modern sculpture. Adjoining the choir is the chantry of Prince Arthur, the eldest son of Henry VII. Worcester Cathedral was in August, 1722, the scene of the first Musical Festival of the Three Choirs, which with Worcester included those of Gloucester and Hereford. Close to the Cathedral are several ancient buildings, among these are the Bishop's Palace, at present the deanery; and the ruins of the Guesten Hall, erected in 1320. The Commandery, a rare specimen of early domestic architecture, was originally a religious hospital which was founded in the eleventh century.

Amongst the industries of Worcester the manufacture of porcelain certainly stands pre-eminent, and the visitor should not omit to inspect the works of the Royal Porcelain Company, close to the Cathedral, covering five acres of ground, and giving employment to upwards of 750 hands. The Museum, containing many choice specimens of old Worcester china, may also be seen. This famous establishment, the designs of which are of European celebrity, was originated by Dr. Wall, a distinguished physician as well as an accomplished artist and chemist, who died in 1776. The premises have attracted a long line of distinguished visitors, and in 1788

were inspected by George III., who conferred that patent which made them the first "Royal" porcelain works in England. Ever steadily extending and improving, they have of late years been considerably enlarged and rebuilt. The processes of manufacturing and decorating are extremely interesting. Mr. R. W. Binns, F.S.A., and Mr. E. P. Evans are the Managing Directors. The productions of the Works obtained the Diploma of Honour (the highest award) at the Vienna Exhibition, 1873; and at Paris, in 1878, the Gold Medal and the Legion of Honour were awarded to Mr. Binns.

In addition to its long-established connection with the porcelain manufacture, Worcester is widely celebrated for its large glove factories, the chief firms in the trade being the well-known houses of Messrs. Dent, Allcroft and Co., and Messrs. Fownes Brothers and Co. The Worcester Sauce of Messrs. Lea and Perrins has also achieved a world-wide fame; while the vast vinegar-works of Hill, Evans and Co. are amongst the largest in the kingdom. Equally celebrated are the carriages built by Messrs. McNaught and Co., who have taken numerous gold medals for their various exhibits. Here, too, are the railway signal works of Messrs. McKenzie and Holland, and of Messrs. Dutton and Co.; also the kilns of Webb's Worcester Tileries Company, and the chemical works of Messrs. Henry Webb and Co. There are likewise several engineering firms of high repute. Probably Worcester is known most widely for the extensive nurseries of Messrs. Richard Smith and Co., which cover some two hundred acres, twenty of these being devoted to the cultivation of roses.

Shrub Hill Station is supplied with a letter-box, telegraph office, bookstalls, and refreshment-rooms. At *Foregate Street Station* are a refreshment-room and a bookstall. The combined railway and river "*Thames Valley Circular Tour Tickets*," issued at Worcester on each weekday during the summer months, are available in connection with the sailings of Messrs. Salter Brothers' Oxford and Kingston steamers (*see page* 277). The leading hotels are the "Star," a superior family hotel, centrally situated near the Foregate Street Station; the "Unicorn," the "Hop Market," the "Bell," the "Crown," and the "Great Western," close to Shrub Hill Station. (*Population*—42,905.) Press—Daily: *Worcester Daily Times, Worcester Echo.* Weekly: *Berrow's Worcester Journal, Worcester Advertiser, Worcester Chronicle, Worcester Herald.*

Leaving Worcester, we pass FERNHILL HEATH, and after crossing the Birmingham and Worcester Canal see Hindlip Park, the seat of Lord Hindlip, to the right. To the left are the turrets of Westwood House, where lived the original of Sir Roger de Coverley. We then arrive at

DROITWICH,

Fares—1st, 19/-; 2nd, 12/-; Parl., 9/6. Return—1st, 33/3; 2nd, 21/-.

126 miles from Paddington. Droitwich is widely known for it saline springs and extensive salt works. From the time of th Romans it has also been famed for its brine baths, which ar remarkably efficacious in the cure of rheumatism, lumbago, rheu matic gout, sciatica, neuralgia, paralysis, and divers other obstinat complaints. The brine springs are about 170 feet below the surfac of the ground, and are the most remarkable that are known. Ac cording to the analyses of Herapath and others, the waters hav been proved to be the strongest in saline constituents in the world being from ten to twelve times stronger than sea-water. Th public baths were opened in 1836, since which date new and in creased accommodation has been frequently provided to meet th continual demands upon their resources. The principal bathing establishment, known as the St. Andrew's Brine Baths, is fitted witl every description of public and private baths. Owing to the enter prise of James Corbett, Esq., M.P., the town is being rapidly developed, and large numbers, acting upon the advice of thei physicians, are availing themselves of the attractions it offers as a health resort. The most noteworthy of recent buildings is th handsome architectural elevation of the "Worcestershire Hotel," which is remarkable for its handsome appointments and specia arrangements for the comfort of visitors and invalids. Th neighbourhood abounds in beautiful walks and drives. Within easy distance are Worcester, Malvern, Stratford-on-Avon, Witley Court, Abberley Hills, Lickley Hills, and Clent Hills. The River Severn is but five miles distant. The General Post Office is in St Andrew's Street. A market is held on Friday, and Thursday is a early-closing day. Droitwich owns direct railway connection with all parts of Great Britain. The leading hotels are the "Wor cestershire," the "Royal Brine Baths," and the "Raven," while "Richmond House," "Ravenhurst House," and "Albion House" are boarding establishments. (*Population*—4,021.)

Pleasant views now reward us on both sides ere we reach HARTLEBURY, where the Severn Valley line to BRIDGNORTH and SHREWSBURY branches to the left (*see page* 334). After a shor run we approach the river Stour, and gain a view of

KIDDERMINSTER,

Fares—1st, 19/1; 2nd, 12/8; Parl., 10/1. Return—1st, 35/1; 2nd, 22/2.

135½ miles from Paddington. Kidderminster, employing about one thousand power-looms, is the chief English centre for the manufactur of the finest Brussels, velvet-pile, Axminster, and Wilton carpets

The church is a remarkably handsome Gothic edifice, and the town has many good public buildings. It likewise contains a statue of Richard Baxter; also another to Sir Rowland Hill, founder of the Penny Post, who was born at Kidderminster. The General Post Office is in Exchange Street. A market is held on Thursday, and Wednesday is an early-closing day. Hotels—"Lion" and "Black Horse." (*Population*—24,803.) Press—*Kidderminster Shuttle, Kidderminster Sun, Kidderminster Times.*

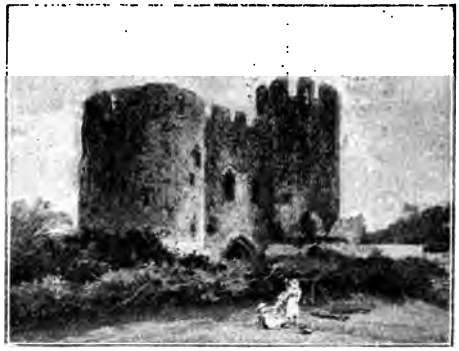
Beyond the station we get a good view of Stone to the right, and see Lea Park on the left, surrounding a castle which is the residence of Lady Kinsale. After passing CHURCHILL AND BLAKEDOWN we may notice Clent Hills up the valley to the right; and before we get to HAGLEY station obtain the best view of Hagley Park and its fine hall, the seat of Viscount Cobham, which was frequently visited in the last century by Addison, Pope, and other celebrities. We next arrive at STOURBRIDGE JUNCTION, and exchange for

STOURBRIDGE,

Fares—1st, 19/4; 2nd, 12/8; Parl., 10/1½. Return—1st, 35/6; 2nd, 22/2.

142½ miles from Paddington. Stourbridge is a handsome town, somewhat irregularly built, on the banks of the river Stour. Its principal trade is the manufacture of fire-bricks, and crucibles which are made from the celebrated Stourbridge clay. Within a few minutes' walk of the town of Stourbridge are the "Dennis Glass Works" of Messrs. Thomas Webb and Sons, whose productions in glass have not only made a name for themselves all over the world, but have obtained the highest honours at many of the International Exhibitions. The General Post Office is in High Street. A weekly market is held on Monday, and Thursday is an early-closing day. The leading hotels are the "Bell" and the "Talbot." (*Population*—9,836.) Press — *Stourbridge Advertiser, Stourbridge County Express.*

A line extends from STOURBRIDGE JUNCTION through LYE, CRADLEY, OLD HILL JUNCTION, ROWLEY REGIS AND BLACKHEATH, LANGLEY GREEN, SMETHWICK JUNCTION, HANDSWORTH, SOHO AND WINSON GREEN, and HOCKLEY to BIRMINGHAM (*Snow Hill Station*). From OLD HILL a branch diverges to HALESOWEN, whence a joint line leads to HUNNINGTON and RUBERY. Halesowen is a small town surrounded by hills, possesses a fine church, and is celebrated for its nail and chain making. Here the poet Shenstone resided, at "The Leasowes." A branch also bears away northward from OLD HILL, through WINDMILL ROAD, to DUDLEY. Leaving STOURBRIDGE JUNCTION in the direction of Wolverhampton, we pass BRETTEL LANE, the nearest railway station to



THE TOWER, DUDLEY CASTLE.
From a photograph by Messrs. Hudson & Co., Birmingham.

Messrs. Webb an Sons' well-know Wordesley See Farms. Next w pass BRIERLE HILL, where, on th right, are the exter siveworksof Messr Hill and Smith, wh are celebrated fo their iron fencin and gates, and the run by ROUN OAK, HARTS HIL AND WOOD-SIDE and DUDLEY (*Sout Side*) AND NETH ERTON to

DUDLEY.

Fares 1st, 1s 8; 2nd, 1s 2; Parl., 10 1. Return—1st, 3s 4; 2nd, 2s 3.

148 miles from Paddington. Dudley is a thriving town, surrounde by ironworks, coal-mines, and large limestone quarries. To the lef of the station stands Dudley Castle, now in ruins; and around i are public pleasure grounds traversed by beautiful walks. Thi massive stronghold was commenced about the year 1261, and was com pleted in 1321. The keep, chapel, grand entrance, and warder's towe are supposed to have been built in the time of Henry III. During the Civil War it was held for the king; but in 1646 was finally surrendered to the Parliament. The ivy-clad ruins of the priory are about a quarter of a mile distant. The General Post Office is in Wolverhampton Street. A market is held on Saturday, and Wednesday is the early-closing day. Hotels—The "Castle," the "Dudley Arms," and the "Old Bush." (*Population*—45,740. Press *County Express, Dudley Herald.*

Through the crowded industrial districts of the Black Country we run onward by TIPTON, PRINCE'S END, DAISY BANK, BILSTON and PRIESTFIELD to WOLVERHAMPTON, where we join the main line to Manchester, Chester, Birkenhead, Liverpool, and the North.

We now return to Worcester, in order that we may notice the direct communication between the capitals of Worcestershire and Shropshire, which is afforded by the trains that run *via* the Severn Valley, and *en route* make connections at Bewdley for Tenbury and Hereford, and at Buildwas for Much Wenlock or Wellington. Leav-

ing WORCESTER, we pass DROITWICH and come to HARTLEBURY, whence we take a westward course skirting the beautiful park of Hartlebury Castle, the residence of the Bishops of Worcester. Crossing the river Stour and the Stafford and Worcester Canal, we gain a fine view of STOURPORT, standing on the banks of the Severn. Not far distant is Witley Court, the magnificent seat of Lord Dudley. In a few minutes we reach the beautiful little town of BEWDLEY, and see Winterdyne House on the opposite heights. We then effect a junction with the Tenbury line, enter the county of Shropshire, and skirting the Wyre Forest to the left, cross the Severn and reach ARLEY. We now successively pass HIGHLEY, HAMPTON LOADE, and EARDINGTON, ere approaching

BRIDGNORTH,

Fares—1st, 23/2; 2nd, 14/6; Parl., 11/7. Return—1st, 40/6; 2nd, 25/6.

150 miles from Paddington and 30 from Worcester. The ancient town of Bridgnorth is said to have been founded by Ethelfleda, daughter of Alfred the Great; and the castle by Robert de Belesme, Earl of Shrewsbury. Bridgnorth is seated on the banks of the Severn, which divides the upper from the lower town, but they are connected by a stone bridge of six arches. The leaning castle-tower, which stands near to the station, is surrounded by terraced walks, forming delightful promenades, and affording fine views of the surrounding country. The church of St. Mary Magdalene and that of St. Leonard are two edifices of considerable architectural merit. Within easy reach is much of the finest woodland and river scenery for which the county of Shropshire is so remarkable. Every provision exists for charming driving or boating excursions, and the angler may also obtain facilities for fishing. Amongst the favourite destinations for visitors is the High Rock, which is reached by some fine walks, and from its summit commands magnificent prospects over the Severn Valley. Bridgnorth is an agricultural centre, and also a seat of the carpet manufacture. The General Post Office is in West Castle Street. A market is held on Saturday, and Thursday is an early-closing day. The leading house and estate agents are Messrs. Perry and Phillips. The chief events of the year are the Bridgnorth Hunt Steeplechases, which are held in April, and an annual regatta. The station is supplied with a bookstall and a refreshment-room. The leading hotels are the "Crown and Royal" and the "Swan." (*Population*—5,723.) Press—*Bridgnorth Journal.*

Wooded cliffs abound on both sides of the valley as we leave Bridgnorth, and a mile beyond on the left perceive Stanley Park Hall, the seat of Sir H. R. Tyrwhitt, Bart. Pleasantly following the Severn, we come opposite to LINLEY, and in sight of Apley Park on the

right. At COALPORT we enter a manufacturing district, celebrated for the extensive Coalport China Works. On the right is Madeley Wood Hall, the beautiful residence of Lieut.-Colonel Anstice. Just by Madeley Wood Hall, and close to the line on the left, are the Jackfield Tile Works of Messrs. Craven, Dunnill and Co.

At IRONBRIDGE AND BROSELEY may be seen the first iron bridge constructed in this country or even in the world, which was cast and erected at Coalbrookdale in 1795. Its span is 100 feet, the height from base to centre forty feet, and the total weight 378 tons. Broseley lies a short distance to the left over the hill, but cannot be seen from the rail. It has long been noted for its production of superior bricks, tiles, and tobacco-pipes. Amongst the principal centres of industry are the tile works of Messrs. Maw and Co. Half a mile from the station is Benthall Edge, a high limestone ridge, from the summit of which can be seen Caer Caradoc, The Wrekin, and many of the mountains in Wales; while on the opposite side of the river are the celebrated Coalbrookdale Walks.

At BUILDWAS, the junction for Wellington and Much Wenlock, the Severn is crossed by a magnificent cast-iron bridge with a span of 130 feet, one of the earliest designs of Telford. Near to the church on the right are the ruins of Buildwas Abbey, erected in the twelfth century, for monks of the Cistercian Order of Savigny, by Roger de Clinton, Bishop of Lichfield. In the neighbourhood of CRESSAGE, where the Severn strikes off to the north, the early missionaries preached. Next we come to BERRINGTON, the nearest point to Wroxeter, the ancient *Uriconium*, where are old Roman ruins, rooms, and passages underground. Thence we proceed to our present destination, SHREWSBURY (*see page* 299).

THE MALVERN, HEREFORD, AND VALE OF NEATH EXPRESSES.

VIII.—PADDINGTON, BIRMINGHAM, LIVERPOOL AND MANCHESTER TO WORCESTER, GREAT MALVERN, LEDBURY, HEREFORD, ABERGAVENNY AND PONTYPOOL ROAD FOR PONTYPOOL; FOR MERTHYR; AND FOR ABERDARE, NEATH, AND SWANSEA.

THE BLACK MOUNTAINS.

CLOSELY associated with the foregoing services from London and Winchester to the Western Midlands is the highly attractive supplementary route followed by the "Malvern, Hereford, and Vale of Neath Expresses." As with the previously-described trains, various important connections can be made *en route* from Paddington to Worcester. After calling at Worcester (*Shrub Hill*) the express proceeds to Worcester (*Foregate Station*), and thence direct to that long-established and ever favourite high-class health resort, Great Malvern, overshadowed by its majestic hills. From Malvern the line extends through Ledbury (whence diverges a branch for Gloucester) to Hereford, the attractively-placed capital of the Wye. Here the train runs on to the main line between the North and West *via* the Severn Tunnel, and thence, through the really grand scenery of Monmouthshire, reaches Abergavenny, in the Usk Valley, near the Sugar-loaf and the Skyrrid-Vawr, and within a few miles of the Black Mountains. The next noteworthy stopping-point is at Pontypool Road, a most important junction for Bristol and the West of England; Cardiff and South Wales; Monmouth and Ross; and the Vale of Neath. By the latter is opened not only an immense colliery, iron, and steel district, having its principal centres at Pontypool, Merthyr, and Aberdare, but an attractive tourist-ground, famed for its rivers and waterfalls, many of which may be visited *en route* to the terminus of the service at Neath and Swansea.

HAVING in the previous section described our northward journey from WORCESTER, we now take another departure from this ancient city, speeding southward to HENWICK. Thence running into a fertile valley, we leave on our right the branch which by LEIGH COURT, KNIGHTWICK and SUCKLEY communicates with BROMYARD, a small agricultural town of Herefordshire. Then passing BRANSFORD ROAD, we note the famous Malvern Hills, which for a distance of about nine miles trend nearly north and south, are about two miles in width, and are crossed by famous passes. After pausing at MALVERN LINK we proceed to

GREAT MALVERN,

Fares—1st, 20/6; 2nd, 12/10; Parl., 10/2½. Return—1st, 35/9; 2nd, 22/6.

129 miles from Paddington and 43 from Birmingham; 135½ from Manchester, 130½ from Liverpool, and 75 from Cardiff *via* Hereford; also, *via* the Severn Tunnel, 85 from Bristol and 213½ from Plymouth. Many are the delightful spots which are to be found in England, but few can equal, and none can surpass, the picturesque beauty of Malvern, with its lovely surroundings. And while many pens have rendered their tributes of well-deserved praise, never have the beauties of the peerless Malverns received better justice than at the hands of that prince among essayists, the late Christopher North. Vividly did the veteran writer picture to us his impressions when "seated on the highest knoll of all the bright Malvern Hills in breathless delight, slowly turning round our head in obedience to the beauty and grandeur of that panorama—matchless on earth—we surveyed at one moment county upon county, of rich, merry, sylvan England, mansioned, abbeyed, towered, spired, castled; and at another, different, and yet not discordant, say, rather, most harmonious with that other level scene, the innumerous mountains of Wales, cloud-crested, or clearly cutting with outlines free, flowing, or fantastic,—here the deep blue, there the dark purple, and yonder the bright crimson sky."

Indeed, it is self-evident that the pleasant aspect of this midland sanatorium must at once impress visitors, for, looking westward, they may see the houses rising tier above tier, while at the foot of the Worcestershire Beacon stands the fine old priory church, around which lies the town of Malvern. Here, in the centre of England, is a health resort, which at considerable altitude (and this is important in the treatment of many diseases) offers a dry and stimulative air, equable temperature, exquisite scenery, and general sanitary conditions which are not to be surpassed—a sanatorium which, when placed in comparison with similar localities, whether at home or on the Continent, may fairly challenge them on almost every ground. To those of weak vitality, the pure

bracing breezes, rest, and quiet of the Malvern Hills are an invariable restorative. Recent reports of the Registrar-General show the Malvern death-rate to be but 9·12 per 1,000, being absolutely the lowest of all the watering-places, also that for a lengthened period the town has enjoyed entire immunity from zymotic diseases. Since the completion of the fine British Camp Reservoir the water supply of the Malverns (always pure and abundant) has been practically rendered inexhaustible.

The superior claims of Malvern as a health resort were recognised by the late Dr. Wilson, who in 1842 selected it in preference to all other places in the United Kingdom as the locality best adapted for the introduction of hydropathy; and the wisdom of his choice was confirmed by Dr. Gully and Dr. Edward Johnson, who speedily followed him thither. It was during the reign of the above triumvirate of hydropathic practitioners that Malvern acquired its appellation of "the Metropolis of the Water Cure." Although these medical men have passed away, and the system they practised and taught has extended far and wide, Malvern still maintains its ancient reputation as the home of scientific hydropathy, also its pre-eminence for the purity of its air and water, and for the beauty of its scenery. The large and handsome hydropathic establishment erected by Dr. Wilson was for some years conducted under the able management of his successor and former partner, the late Dr. T. Rayner. It is now carried on in accordance with the most recent researches of medical science by Dr. Ferguson. One of the more noteworthy features of this establishment is the elaborate series of modern English and Continental baths, which, if judiciously administered with regard to time, temperature, and local application, may, under wise medical supervision, undoubtedly rank amongst the best remedial agents of the century. In addition to an abundant provision of shower, needle, and shallow baths, there are various descriptions of douches, vapour, hot air, and medicated waters, the latter including brine baths similar to those of Droitwich.

The mere hamlet of a few years ago is now Great Malvern, a town of stately hotels and detached villas; while within the district are five populous villages, all lying around the base or spreading up the sides of the Worcestershire Beacon, 1,444 feet above the sea. The latter are known as North Malvern, Malvern Link, West Malvern, Malvern Wells, and Little Malvern. They stand in the centre of what was once known as the Royal Chase of Malvern. The views commanded by the hill walks are most beautiful and extensive, especially from the summit of the Worcestershire Beacon, looking east over the fertile valleys of the Severn and Teme; from the bold, picturesque, and abrupt North Hill, 1,300 feet in height, and chiefly noteworthy for its magnificent foliage-

mantled cliff known as the Ivy Scar Rock; also from the Herefordshire Beacon at the southern end of the chain. Probably the favourite resort for drinking the waters is St. Ann's Well, the water from this spring having been aptly described by the late Dr. Anthony Tod Thompson as "the purest in Europe." Here, we may note, is derived the supply from which Messrs. W. and J. Burrow bottle their well-known "Malvern Table Waters," which are sent by the firm daily to London and throughout the kingdom. Another charming excursion is by the Wyche Road, round the hills to West Malvern, a district remarkable for its sheltered aspect, mild climate, and exquisite rural scenery; and thence through North Malvern to the starting-point.

Chief amongst the architectural attractions of Malvern is the grand old church dedicated to St. Mary and St. Michael, which, until the Reformation, belonged to the Benedictine priory founded here in the eleventh century. It was the subject of a costly restoration by Sir Gilbert Scott. Externally the edifice is a striking example of Perpendicular work, the central tower in many respects bearing a remarkable resemblance to that of Gloucester Cathedral. The interior is mostly of the same period, but retains many Norman details. The handsomely-carved choir-stalls, the valuable series of fifteenth-century stained glass, the quaint tiles, and interesting monuments, are well worthy of inspection, the pleasure of which will be much enhanced by a perusal of "*Some of the Antiquities of Moche Malverne*," a most readable handbook on the priory remains, written by Mr. James Nott, an enthusiastic local archæologist. Amongst various other places of worship connected with the Church of England is Christ Church, erected as a memorial to the late Rev. George Fisk, LL.B., for a long period the vicar of the priory church. Accommodation is also provided for the Baptists, Brethren, Friends, Congregationalists, Countess of Huntingdon's Connexion, Primitive Methodists, Roman Catholics, and Wesleyans. As an educational centre Malvern College, founded in 1865, takes a high rank amongst the public schools of England. Its buildings form an imposing ivy-mantled modern Gothic pile, standing at the foot of the Malverns, facing the extensive playing fields, and commanding magnificent views. They were erected at a cost of £100,000, and provide accommodation for the tuition of 400 boys. The Head Master is the Rev. A. St. John Gray, M.A., late Classical Dean of Magdalen College, Oxford. Ere leaving this subject we may remark that Malvern is also widely celebrated for the excellence of its preparatory schools and other private educational establishments.

The principal business thoroughfares are Church Street; Holywell Terrace, where is the General Post Office; and Belle Vue Terrace as far as Warwick House, the large business establishment

owned by Messrs. Cox and Painter, Limited. Close at hand are the pretty Promenade Gardens, which are frequently enlivened by the strains of a band. A few steps from these is a fine old Perpendicular gateway, the only relic of Malvern Priory. Not far distant, in the Grange Road, are commodious Assembly Rooms and Pleasure Gardens. In Church Street is the Malvern Club, to which visitors are admitted by subscription. The Golf Club has an elegant club-house on Malvern Common; and excellent facilities are afforded for cricket, archery, and lawn-tennis. Good hunting, shooting, and fishing can be enjoyed throughout the surrounding district. The various suburban thoroughfares form delightfully shady promenades, mostly affording far-reaching views. Every information relating to residential properties will be afforded by the principal house and estate agents, amongst whom we may name Messrs. J. B. Harper and Sons, who publish "*The Malvern and Western Counties' Register.*" The business establishments are closed early on Thursday. A most readable "*Guide to Malvern*" may be obtained of the booksellers or of Messrs. Norman May and Company, Limited, whose photographic art gallery contains exquisite specimens of photography. Another much-to-be-commended hand-book, "*Malvern—What to see and Where to go*," by Mr. Charles Grindrod, is published by Mr. John Thompson, who also issues an excellent map.

THE PRIORY CHURCH, MALVERN.
(*From a photograph by Mr. Harvey Barton, Bristol.*)

Malvern Station is in direct express communication with Birmingham *via* Worcester; with Weymouth *via* Oxford; with Bristol and the West of England *via* the Severn Tunnel; with South Wales and Ireland *via* Cardiff; also with North Wales, Liverpool, Manchester, and with the North *via* Hereford. A letter-box, a telegraph office, a bookstall, and a refreshment-room are on the up platform.

The leading hotels are the "Imperial," an imposing and comfortably-furnished building standing within charming grounds close to the railway station. It is provided with a remarkably efficient bath establishment, comprising a commodious swimming bath, medicated private baths, and brine baths, prepared with the brine brought direct from Droitwich. The "Foley Arms" is most centrally situated close to the hills, while not far distant are the "Abbey," the "Belle Vue," and the "Beauchamp." "Hardwicke House," "Wellington House," "Tudor House," "Mount Pleasant," "Montrose House," "Malvern House," and "Gold Hill" are some of the principal private hotels, boarding-houses, or lodging-houses. The "Lansdowne Crescent Boarding Establishment" is a comfortable home commanding fine views of the hills, and yet within a few minutes of the railway station. The chief restaurants are "Elliott's," "Georges', Limited," and "Lewis and Co's." (*Population*—6,107.) Press—*Malvern Advertiser, Malvern News.*

After leaving Great Malvern we may notice Malvern College with its playing fields seen on our right. Passing MALVERN WELLS, we very soon cross into Herefordshire and reach COLWALL, where are the mineral-water works here built by Messrs. Schweppe and Co.; then to the left of the line, just before entering Ledbury Tunnel, we see Eastnor Castle, the seat of Lady Henry Somerset. Soon after leaving Colwall we pause at LEDBURY, whence a southward branch *via* DYMOCK, NEWENT, and BARBER'S BRIDGE communicates with GLOUCESTER. Ledbury is an old market town, standing on the banks of the river Leddon. A short run next leads to ASHPERTON, not far from STOKE EDITH, where is Stoke Edith Park, the seat of Lady Emily Foley. Another stage westward brings us to WITHINGTON village. Here are situated the well-known encaustic tile works of Messrs. William

THE MOOT HALL, LEDBURY.
(*From a photograph by Hudson.*)

ABERGAVENNY AND THE BLACK MOUNTAINS.

(*From a photograph by Mr. R. J. Howlson; Abergavenny.*)

Godwin and Son, whose ceramic productions have a world-wide reputation. After passing through HEREFORD (*Barr's Court Station*), which has been previously described in connection with the express service from Paddington *via* Swindon Junction and Gloucester (*see page* 228), we reach TRAM INN, and then ST. DEVEREUX on the river Worm, near Mynde Parke. At the foot of the Black Mountains is PONTRILAS, whence the "*Golden Valley Railway*" extends through ABBEYDORE, VOWCHURCH, PETERCHURCH, DORSTONE, WESTBROOK, and CLIFFORD to HAY. Entering Monmouthshire, and running by PANDY, we come to LLANVIHANGEL, and then, passing ABERGAVENNY JUNCTION, reach

ABERGAVENNY,

Fares—1st, 27/9; 2nd, 17/6; Parl., 13/10½. Return—1st, 48/6; 2nd, 30/6.

164 miles from Paddington. Amongst the more noteworthy features of Abergavenny are the Great and Little Skirrid, the former being sometimes called the Holy Mountain; the Sugar-Loaf, which is 1,856 feet high; while the Blorenge is a mountain chain extending in one continuous line along the side of the Golden Valley. Abergavenny stands at the junction of the rivers Usk and Gavenny, near to the remains of a picturesque castle, erected soon after the Norman Conquest. An old bridge of fifteen arches crosses the *Usk*, a river noted for the abundance of its salmon and trout. The

General Post Office is in Cross Street. A market is held on Tuesday, and Thursday is an early-closing day. The leading hotels are the "Angel," the "Greyhound," and the "Swan." (*Population* —7,640.) Press—*Abergavenny Chronicle.*

Proceeding past PENPERGWM, we soon reach NANTYDERRY, whence we approach PONTYPOOL ROAD. Here passengers by the Swansea trains exchange carriages for Newport and Cardiff; also for the through services of the "North to West Expresses," which, *via* the Severn Tunnel and Bristol, afford direct express communications with all parts of Somerset, Devon, and Cornwall. Here, too, diverges the through route *via* the picturesque Vale of Neath to Swansea, over which we proceed to

PONTYPOOL

(*Clarence Station*),

Fares—1st, 2/9; 2nd, 1/9; 3rd, 1 3/4. Return—1st, 4/10; 2nd, 2/4.

175 miles from Paddington. Pontypool is a busy manufacturing and market town on the Avon Lwyd river, in a district abounding with collieries, iron-mines, and lime-works. The General Post Office is in George Street. A market is held on Saturday, and Thursday is an early-closing day. Hotels—The "Crown" and the "Clarence." (*Population*—5,842.) Press—*Pontypool Free Press.*

Resuming our journey, we approach CRUMLIN (*High Level Station*), and to reach this we pass over the lofty Crumlin Viaduct, an elegant structure of iron lattice-work, spanning the wide Ebbw Valley, through which extends the line from Newport to Ebbw Vale and Nantyglo. Running on, we arrive at TREDEGAR JUNCTION, amidst delightful views, and then proceed to RHYMNEY JUNCTION, where we first pass over the "*Brecon and Merthyr*" line from Newport to Rhymney, and at the station cross the "*Rhymney Railway*" to Cardiff. Rhymney is a centre for iron and steel works and collieries. At LLANCAIACH a branch leads off on the right to DOWLAIS (*Cae Harris*). Our next station is TREHARRIS, then QUAKER'S YARD, whence a line through ABERFAN and ABERCANAID communicates with

MERTHYR-TYDFIL,

Fares—1st, 3/-; 2nd, 1/9; 3rd, 1/-. Return—1st, 5/6; 2nd, 3/10.

197 miles from Paddington. This populous iron centre of Glamorganshire is in the midst of a region of collieries and foundries. It is the seat of numerous immense iron and steel works, of which those of Cyfarthfa are the more remarkable. A market is held on Saturday, and Thursday is an early-closing day. Hotels—The "Castle" and the "Bush"; also the "Grosvenor" and the

"Queen's," temperance hotels. (*Population*—58,080.) Press—*Glamorgan Times, Merthyr Express, Merthyr Times, Y Tyst.*

At QUAKER'S YARD we pass over the "*Taff Vale Railway* from Merthyr to Cardiff, and by MOUNTAIN ASH come to

ABERDARE,

Fares—1st, 30/4; 2nd, 19/-; 3rd, 15/2. Return—1st, 53/-; 2nd, 33/3.

186 miles from Paddington. Aberdare is a rapidly-growing market town on the banks of the Cynon, amidst the busy mineral district of northern Glamorganshire. It contains some fine public buildings and an ornamental park. The General Post Office is in Commercial Place. (*Population*—38,513.) Press—*Aberdare Times, Tarian y Gweithiwr.*

After leaving Aberdare we reach HIRWAIN, where we are joined by the branch line that extends from Merthyr *via* ABERNANT and LLWYDCOED. Our next station is GLYN NEATH, which forms an excellent starting-point for pedestrian excursions towards the beautiful waterfalls of the Hepste and the Mellte, also for the picturesque Falls of the Perddyn. Then we run onwards through the romantic Vale of Neath, pausing at RESOLVEN and ABERDYLAIS ere reaching NEATH (*Town Station*), where we may join the main line through South Wales, and proceed by DYNEVOR, LLANSAMLET and LANDORE to SWANSEA (*High Street*). A short branch also extends from Neath (*Low Level Station*), by NEATH ABBEY and BRITON FERRY ROAD, to SWANSEA (*East Dock*).

THE SOUTH WALES, SALISBURY, AND SOUTH COAST EXPRESSES.

IX.—BIRMINGHAM, WOLVERHAMPTON, KIDDERMINSTER, WORCESTER, AND MALVERN TO HEREFORD, NEWPORT, CARDIFF, SWANSEA, CARMARTHEN, TENBY, CARDIGAN, AND NEW MILFORD FOR WATERFORD AND CORK; ALSO FROM SOUTH WALES, *via* THE SEVERN TUNNEL, TO BRISTOL FOR THE WEST OF ENGLAND, WEYMOUTH; AND SALISBURY FOR BOURNEMOUTH, SOUTHAMPTON, PORTSMOUTH, AND THE ISLE OF WIGHT.

ON THE WYE.

AMONGST the more pressing demands made upon our railway administrators is the prevailing call for the establishment and maintenance of efficient cross-country express traffic. In the earlier days of this railway age it was otherwise. Then, the first question was how to quickly provide locomotive communication from London to the chief cities of the kingdom. Now, these same cities are calling for similar connections with each other. Moreover, such connections are not deemed to be fitly supplied by the mere construction of iron roads, unless these roads provide an initiative for such direct, frequent, and rapid express services as these competitive times imperatively demand. While this problem has been more or less present before every railway board in the United Kingdom, few of our traffic corporations have more successfully approached its solution than has the directorate of the "*Great Western Railway*." It would be difficult to adduce two more remarkable examples of the new departure than those afforded by the well-appointed and accurately-timed trains known as the "Midland Counties and South Wales Expresses" and their companion services running from the West to the North.

The "Midland Counties and South Wales Express" consists of separate sections from Birmingham (*Snow Hill Station*) and

SALISBURY

(*For Bournemouth, Southampton, Portsmouth, and the Isle of Wight*),

Fares from Bristol—1st, 8/9; 2nd, 5/6; Parl., 4/4½. Return—1st, 15/4; 2nd, 9/8.

52½ miles from Bristol and 91½ from Cardiff *via* the Severn Tunnel. The capital of Wiltshire surrounds St. Mary's Cathedral, one of the finest specimens of the Early English or Pointed Gothic style, and especially remarkable for its elegant tower and spire, which is four hundred feet in height. It is likewise noteworthy for the graceful beauty of its nave, also for the fine details of the choir, cloisters, and chapter-house. In the suburbs of Salisbury is the Victoria Park, and about one mile and a half to the north is the famous Old Sarum. Seven and a half miles further is Stonehenge, the famous Druidic circle on Salisbury Plain.

The ancient city contains a new County Hall, a Council House, and other substantial public buildings, including a spacious Corn Exchange, where a market is held on Tuesdays. Wednesday is the early-closing day. In the street known as The Canal is the General Post Office. The "*Great Western*" station is supplied with a bookstall and refreshment rooms. Passengers can here exchange for the trains to *Bournemouth;* also with those that communicate with *Southampton* for *Cowes*, and with *Portsmouth* for *Ryde*, which alike depart from the adjoining station of the "*London and South Western Railway.*" Two through trains are run daily from SWANSEA, CARDIFF, NEWPORT, and BRISTOL to SOUTHAMPTON; also to PORTSMOUTH in connection with the steamer services to the ISLE OF WIGHT. Hotels—the "White Hart," the "Cathedral," the "Red Lion," the "Angel," and the "Nelson" (temperance). (*Population*—15,980.) Press—*Salisbury Journal, Salisbury Times, Western Chronicle, Western Gazette, Wiltshire Mirror.*

MAP

OF THE

DIRECT EXPRESS ROUTE

(Via the Severn Tunnel)

CONNECTING THE

WEST OF ENGLAND

WITH

SOUTH WALES,

THE

NORTH OF ENGLAND,

THE

LAKE DISTRICT,

AND

SCOTLAND,

BY THE

NEW JOINT THROUGH SERVICES

OF THE

GREAT WESTERN

AND THE

LONDON AND NORTH WESTERN

RAILWAYS.

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THE WEST TO NORTH EXPRESSES.

X. — PENZANCE, FALMOUTH, PLYMOUTH, TORQUAY, EXETER, ILFRACOMBE, WESTON-SUPER-MARE, JERSEY, GUERNSEY, WEYMOUTH, SALISBURY, AND BATH TO BRISTOL, AND *via* THE SEVERN TUNNEL TO PONTYPOOL ROAD; ALSO FROM NEW MILFORD, SWANSEA, NEATH, AND CARDIFF TO PONTYPOOL ROAD, HEREFORD, AND SHREWSBURY; *via* RUABON TO NORTH WALES; AND *via* CHESTER TO BIRKENHEAD, LIVERPOOL, AND MANCHESTER: ALSO *via* CREWE TO MANCHESTER; TO LEEDS AND THE NORTH-EASTERN COUNTIES; TO LIVERPOOL; AND TO THE LAKE DISTRICT, CARLISLE, EDINBURGH, GLASGOW, AND THE HIGHLANDS.

THE FALLS OF THE CLYDE.

LAST in our order of description, but of primary importance to residents on or near the "*Great Western Railway*," and, indeed, to the travelling public throughout the United Kingdom, are the now famous "West to North Expresses," connecting the banks of the Severn with the banks of the Clyde. These trains, which start from Plymouth, Torquay, and Bristol, have their tributaries throughout the West and South of England; at Pontypool Road they receive accessions from South Wales and Ireland; and at Hereford a contingent from Cheltenham, Gloucester, Worcester, and Malvern. Their chief destinations are *via* Shrewsbury to Ruabon for Llangollen, Bala, Dolgelley, and Barmouth; to Chester for the line to

Manchester (*Exchange Station*); to Rock Ferry for Liverpool (*Central Station*); and to Birkenhead for Liverpool (*Landing Stage*), whence mail steamers depart for the Isle of Man, Dublin, Belfast, and Londonderry, also to New York. The same trains connect at Chester with the expresses for Rhyl, Colwyn Bay, Llandudno, and Bangor: also with those which, *via* Holyhead, communicate with the mail and express steamers to Kingstown and Dublin. At Shrewsbury other portions of the "West to North Expresses" are forwarded *via* Crewe to Liverpool (*Lime Street*) and to Manchester (*London Road*), while certain through carriages are run to Leeds, York, and Newcastle-on-Tyne.

But, as already indicated, the scope of these unique expresses extends far beyond "*Great Western*" territory or that of its more immediate connections, into the extensive provinces covered by the "*London and North Western*" and the "*Caledonian*" railways. In brief, this supplementary "West Coast Route" between the West of England and the North of Scotland provides through carriages from Penzance, Falmouth, Plymouth, Exeter, Taunton, Weymouth, Salisbury, and Bath to Bristol. From Bristol are through coaches to Glasgow and Edinburgh, where connections can be made for Gourock, Stirling, Oban, Perth, Inverness, Dundee, and Aberdeen. The entire available through route also embraces the picturesque districts served by the "*Great North of Scotland*" and the "*Highland*" railways, the main line thus extending from Penzance to Wick, *i.e.* from Land's End to John o' Groat's, a distance of 957 miles. The same joint express services likewise connect at Huddersfield with the "*Lancashire and Yorkshire*" lines to Halifax, Wakefield, and Bradford; while at Leeds they afford access to the "*North Eastern*" system, which communicates with Hull and York, also with such universally favourite watering-places as Scarborough, Whitby, and Bridlington, and the health-resorts of Ilkley and Harrogate. Further to the north-east is the county of Durham, with its coal mines and its seaports, of which Sunderland is the chief. Finally, passengers from the West of England and South Wales can also travel to Newcastle-on-Tyne, the principal city of Northumberland.

The beneficial results of this newly-established means of national communication between the West and the North are neither few nor insignificant. Highly advantageous as such trains must be to men of business, with whom time means money, equally important are they to the invalid or health-seeker, to whom change of air may mean life or recuperation. The peculiar atmospheric advantages of South Devon and Cornwall as winter residential districts have been already noticed, and the convenience of a through journey thither from the North will be too palpable to need further comment.

The tourist class, ever in search of fresh fields and change of

scene, will doubtless but welcome a means of transit which in its northern course opens out the exquisite attractions of the English Lake District, that treasure-land of limpid waters, wood-clad hills, and graceful mountains; the charming scenery of the Clyde and the Western Highlands; and the beauties that abound amidst the noble rivers, broad lochs, and towering mountains of Perthshire, Inverness-shire, Ross-shire, and the ever-invigorating Deeside. And while the rambler from the west may be abundantly rewarded by the scenic riches of Lakeland and ever beautiful Caledonia, the

> "Land of brown heath and shaggy wood,
> Land of the mountain and the flood,"

the wandering Scot who turns his steps southward can be as fully repaid for his journeys over the wide fields traversed by the "*Great Western Railway*." Here will he meet with countless bits of characteristic English landscape. Amongst the delightfully picturesque river reaches of the Wye, amidst the beautiful or grand scenery of romantic Wales, along the rocky but foliage-clad coasts of Devon and Cornwall, or across the bracing hills of Exmoor and Dartmoor, are spots of peerless beauty. Again, a visit to the wave-washed shores of Penzance, St. Ives, Falmouth, Newquay, Torquay, Ilfracombe, Weston-super-Mare, Weymouth, and many other watering-places, may be agreeably varied by an ocean sail to those gems of luxuriant vegetation the Channel Islands or to the Scilly Isles. Lastly, if the traveller seek the simple repose and calm beauty of English countryside, where better can he turn than to such sweet rural resorts as may be found scattered over the fair counties of Herefordshire, Worcestershire, Gloucestershire, or Somerset, where far and wide he may

> "View the ground's most gentle dimplement
> (As if God's finger touched, but did not press,
> In making England) such an up or down
> Of verdure—nothing too much up or down
> A ripple of land; such little hills the sky
> Can stoop to tenderly, and the wheatfields climb
> Such nooks of valleys, lined with orchises,
> Fed full of noises by invisible streams"?

Turning from the beautiful, to the practical questions which must necessarily precede a journey, we should remind our readers of certain matters of detail which may facilitate their northern progress. Firstly, passengers with through tickets from any "*Great Western*" station to a station in Scotland south of Perth or Dalmally are allowed four days to complete their journey; but if booked to stations north of Perth, and also to Loch Awe, Taynuilt, Connel Ferry, and Oban, this time is extended to six days. Such travellers are likewise permitted to break their journey at Bristol,

Hereford, Shrewsbury, Crewe, Warrington, Wigan, Preston, and Lancaster; also at Carnforth, Oxenholme, and Penrith for the Lake District, and at Carlisle, together with any station on the direct route to Glasgow. Through carriages are attached at Bristol to all trains for Liverpool and Manchester; also three times daily to Birkenhead, twice for Glasgow, and once for Leeds. During the summer season similar accommodation is supplied between Ilfracombe and Birkenhead, Manchester and Liverpool. The evening train to Liverpool is supplied with a sleeping-car. With few exceptions third-class carriages are attached to all trains. Through bookings exist between the principal stations.

With regard to traffic from northern stations, we should note that passengers booking from Liverpool, Manchester, Birkenhead, and Chester, to stations south of Bristol, may break their journey at the western capital, and proceed on the following day. Passengers booking from Glasgow or stations further north are permitted to visit Edinburgh, and may there break their journey, also at any station on the direct route southward as far as Carlisle.

The two great tributaries of traffic that converge at Bristol are respectively from the South and West of England. The principal Cornish stations served by the up trains which start from Penzance are St. Ives, Falmouth, Truro, Newquay, Bodmin, and Liskeard. Following these, come the South Devon towns and watering-places, including Devonport, Plymouth, Totnes, Dartmouth, Torquay, Teignmouth, Dawlish, and Exeter. From North Devon passengers leaving Ilfracombe travel *via* Barnstaple to the Somerset capital, Taunton, where also arrive others from Minehead, the train receiving further accessions *en route* at Bridgwater, Highbridge, and Weston-super-Mare. Southward the trains start from Weymouth, one express daily being principally confined to passengers from Jersey and Guernsey. The route followed permits of accessions from Dorchester, Yeovil, Frome, Salisbury, Bournemouth, and Southampton. By way of Trowbridge and Bath these trains reach Bristol.

At present the normal services from Bristol consist of four well-appointed and accurately-timed expresses. Three of these trains communicate with Birkenhead; all with Liverpool, Manchester, and Leeds; three with Newcastle-on-Tyne; and four with North Lancashire, the Lake District, and Carlisle; while the three that run to Glasgow have connections throughout Scotland. The train that leaves Bristol at 12·30 P.M. starts during the summer months from Plymouth. A similar service to South Devon departs from Liverpool at 10·40 A.M. Presuming that we now undertake the journey of 395 miles from Bristol to Glasgow, we will notice *en route* the various connections for North Wales, Cheshire, Lancashire, Yorkshire, Durham, Northumberland, and the English Lake District. The

"West to North Expresses" for Scotland depart from Bristol station respectively about 9·30 A.M., 12·30 and 7·40 P.M. Through carriages for Glasgow are attached to the express that is timed to leave Plymouth at 3·55 P.M., and a similar service is afforded at 5·55 P.M. from Glasgow to Plymouth. Time for refreshments is allowed at Crewe.

AFTER leaving Bristol the express sweeps by the little stations of LAWRENCE HILL, STAPLETON ROAD, ASHLEY HILL, PILTON, PATCHWAY, and PILNING, ere it enters that marvellous subway, the Severn Tunnel, four and a half miles in length, through which it careers in some seven minutes. Emerging on the Monmouthshire shore of the Severn, the train hastens onwards, passing SEVERN TUNNEL JUNCTION, MAGOR, and LLANGWERN, ere, leaving Newport some distance to the left, it turns northward and, crossing the Usk, successively reaches CAERLEON, PONTHIR, LLANTARNAM, and PONTNEWYDD, before it approaches PONTYPOOL ROAD. At this point we meet the South Wales contingent, which has travelled from Cardiff with passengers from New Milford, Tenby, Carmarthen, Llanelly, Swansea, Neath, Bridgend, and intermediate stations. The Cardiff portion has through carriages by certain trains for Birkenhead, Liverpool, Manchester, and Newcastle-on-Tyne.

Again away through the charming river and hill scenery of Monmouthshire, we rapidly pass by NANTYDERRY, and cross the Usk ere clearing PENPERGWM. Then speeding along the Usk Valley, we come to ABERGAVENNY, picturesquely situated at the foot of its attendant mountains, Blorenge being the first on the left, next to which rises the Sugarloaf, while on the opposite side of the railway is the Skyrrid-vawr. Still onward, we hasten by ABERGAVENNY JUNCTION, pass LLANVIHANGEL and PANDY, two wayside stations which form capital starting-points for a walking tour over the Black Mountains visible on our left, and amidst luxuriant rural surroundings reach PONTRILAS. Here the "*Golden Valley Railway*" turns westward for Dorstone and Hay. After passing ST. DEVEREUX and TRAM INN we presently effect a junction on the right with the main line from Paddington, Cheltenham, Gloucester, and Ross; then crossing the Wye, with a good view of ancient HEREFORD on the left, run into *Barr's Court Station*, within forty-eight minutes from Pontypool Road.

At Hereford the "West to North Express" parts with such of its coaches as comprise the through portion from Cardiff and South Wales to Malvern, Worcester, Wolverhampton, and Birmingham. It likewise receives a considerable accession of passengers who have travelled to Hereford from Cheltenham, Gloucester, Ross, and Great Malvern, in order to make through connections for North Wales, Cheshire, Lancashire, the North of England, and Scotland.

The Shrewsbury and Hereford line, over which we take our next stage, is jointly owned by the "*Great Western*" and the "*London and North Western*" railways.

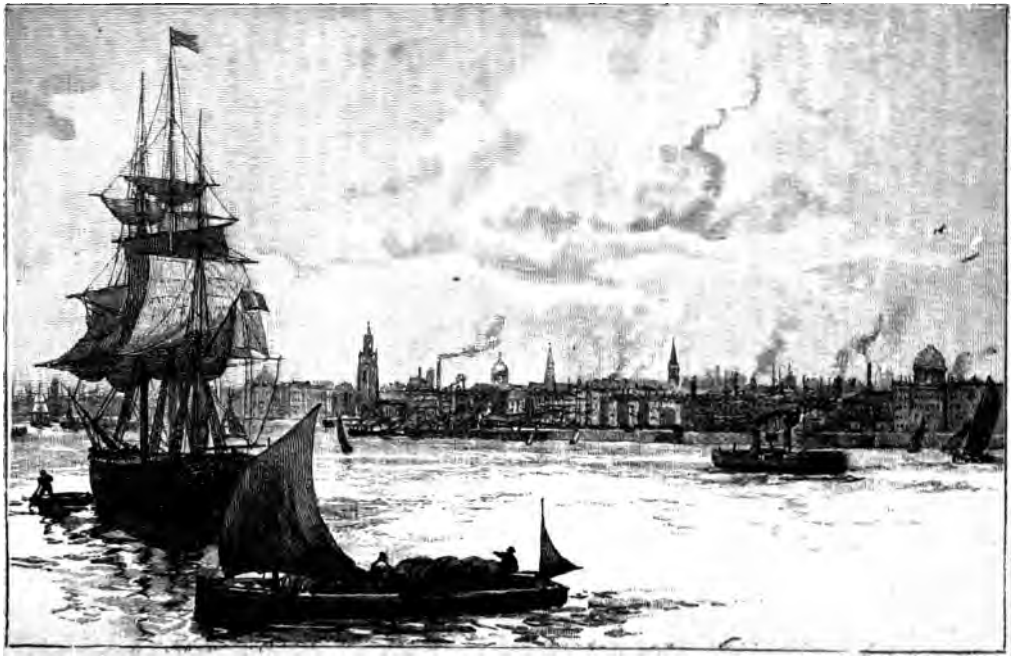
Speeding away from Hereford, the express leaves the main line to the Midlands on the right, and now affords a delightful run through the rich countryside of rural Herefordshire. Wide tracts of undulating and prettily-timbered pastures alternate with wood-clad hills, while graceful hop-yards, fruitful apple and pear orchards, and old-fashioned blossom-bespangled gardens, surround the substantial homesteads. In the left distance are occasional views of the Brecon mountains and Radnorshire hills. Ere long we pass MORETON, then DINMORE, and burrow through the steep height of Dinmore Hill. Emerging from the tunnel, we run by FORD BRIDGE, and cross the Arrow, a tiny but charming trout-stream which flows from Broadward to join the Lug. To the right is a short branch to Steens Bridge. Flashing through LEOMINSTER station, we catch a glimpse on the left of the massive parish church, which remains as a relic of the once stately priory that stood near the old market town. From Leominster emanates a line to the left for Kington, with branches to Eardisley, New Radnor, and Presteign. BERRINGTON AND EYE is succeeded by WOOFERTON JUNCTION, whence an eastern extension through Tenbury communicates with Bewdley and Worcester.

We now enter the verdant Teme Valley, and in a few minutes are over the border and in southern Shropshire, which for beauty is a fair rival with the county left behind, but in some portions possesses much bolder hills. Near its boundary, and to the left of the railway, is the flourishing agricultural town of LUDLOW surrounding its magnificent church. Looking back soon after passing the station, we may gain a brief view of Ludlow Castle—or, rather, the ruins of that once impregnable baronial stronghold. Some four miles to the right are the celebrated granite quarries of Clee Hill, which are considered to yield the hardest description of road metal to be obtained within the United Kingdom. In the valley, on the left, but almost hidden by trees, is Oakley Park, the seat of Col. Clive, one of many beautiful residential estates for which the county is famous. Not far from the park is the little station of BROMFIELD, which is also adjacent to Ludlow race-course. Little more than two miles farther we pass ONIBURY, after which we run through CRAVEN ARMS AND STOKESAY, which is an exchange station for the branch that on the right, *via* Much Wenlock, Buildwas, and Coalbrookdale, communicates with Wellington; also with the line which extends in a south-westerly direction towards Llandrindod Wells, Builth, Llanwrtyd, and Llandovery; and with the short railway to Bishop's Castle.

Onward by the tiny station of MARSH BROOK, and threading our course through shady woodlands, we presently find ourselves amidst the group of fine turf-clad hills that shelter the attractive little watering-place of CHURCH STRETTON, famed for its pure waters and invigorating air. During the next few miles we rapidly pass LEEBOTWOOD, DORRINGTON, and CONDOVER, ere we effect a junction on the east with the Bridgnorth branch, and on the west with the line from Aberystwyth, Welshpool, and Minsterley. Then uniting with the main line from Paddington, Birmingham, and Wolverhampton, which approaches from our right, we cross the Severn, and after a continuous run of sixty-eight minutes from Hereford pause at SHREWSBURY.

On its arrival at Shrewsbury the "West to North Express" is usually divided. For the present we will follow that portion which travels over the "*Great Western*" main line *via* Ruabon and Wrexham to Chester, where passengers exchange for the North Wales watering-places, and for Dublin *via* Holyhead. Here also passengers booked for Warrington and Manchester (*Exchange Station*), *via* Chester, alight for the branch trains. After leaving Shrewsbury and running through an agricultural district with stations at LEATON, BASCHURCH, REDNAL, and WHITTINGTON, the first stop is made at GOBOWEN, whence a short branch leads to OSWESTRY, a market town of North Shropshire. Passing on by PREESGWEENE and CHIRK, we should not forget to look for the magnificent prospect through the Vale of Llangollen, that opens on our left as we run on to CEFN, and thence to the important station of RUABON, where passengers for the North Wales line *via* LLANGOLLEN, CORWEN, and BALA to FESTINIOG, DOLGELLEY, and BARMOUTH exchange trains. By the many brick, tile, and terra-cotta works for which the neighbourhood is famous, and through the equally celebrated crowded colliery districts, we next approach the busy Denbighshire town of WREXHAM, with its noble church-tower rising high above the houses on our right. Here is a short branch by PLAS POWER to BRYMBO. Then swiftly clearing GRESFORD, ROSSETT, and SALTNEY, we draw near to the ancient walled city of CHESTER. (*See page* 306.)

From Chester depart the various express and ordinary trains that communicate with WARRINGTON and MANCHESTER (*Exchange Station*). The remaining portion of the main route extends from Chester by MOLLINGHAM, CAPENHURST, and LEDSHAM to HORTON—for WEST KIRBY—and thence past BROMBOROUGH, SPITAL, BEBINGTON, and ROCK FERRY—where passengers alight for the trains of the "*Mersey Railway*" that run to Liverpool, *Central Station*—to BIRKENHEAD *Town Station*, and also to *Woodside Station*. Hence large steam ferries in immediate connection with the trains convey passengers across the Mersey, permitting



LIVERPOOL, FROM BIRKENHEAD.

them to gain a noble view of great Liverpool with its miles of docks and shipping lining the eastern shore of the river. In a very few minutes this section of our journey is completed at

LIVERPOOL

Landing Stage

(*For the Isle of Man, Dublin, and Belfast*),

Fares from Bristol—1st, 24·7; 2nd, 20/3; 3rd, 13/9. Return—1st, 40·2; 2nd, 40·-.
" " Plymouth— " 52/7; " 40·9; " 24/5. " " 95·-; " 73.11.
Fares from Jersey or Guernsey—1st and Saloon, 58·3; 2nd and Saloon, 47/-; 3rd and Saloon, 34.2.
Return, 88·-; Return, 81/-; Return, 56/6.
2nd and After Cabin, 42/-; Return, 75/-. 3rd and After Cabin, 29·2; Return, 48/6.

172 miles from Bristol *via* Birkenhead, also 162½ from Cardiff, 259½ from Weymouth, 279 from Ilfracombe, 300½ from Plymouth, and 380 from Penzance. Of this great city, "where there are riches overflowing, and everything that can delight a man who wishes to see the prosperity of a great community and a great empire," Lord Erskine was able to aver that it had been "created by the industry and well-disciplined management of a handful of men since I was a boy." Perhaps the finest public building in Liverpool is St. George's Hall. A remarkably imposing example of the Corinthian style, it consists of a large central and two outlying blocks, containing respectively a concert-room and the Assize Courts. In the central block is the Great Hall. The Custom House, occupying the site of the Old Dock, is of the Ionic order, and within is richly decorated. Here, too, are the Post Office, the Office for the Inland Revenue, and the Dock Offices. The edifice hard by, in the semi-Gothic or Elizabethan style, is the Sailors' Home. The Exchange, in Dale Street, is an imposing structure, restored from the designs of Sir Matthew Wyatt. One of the most interesting public buildings in Liverpool is the Town Hall, in Castle Street, now used as the official residence of the Lord Mayor. Not far distant are the Municipal Offices, owning a handsome classical elevation, which is

THE PUBLIC LIBRARY, LIVERPOOL.
(*From a photograph by Hudson.*)

urmounted by a clock-tower. In Victoria Street are the new Law Courts. The Corn Exchange, where weekly markets are held on Tuesdays and Fridays, is in Brunswick Street. The extensive buildings of University College and Liverpool College, also those of the Royal Institution School, are amongst the principal educational foundations. In Colquith Street are the Liverpool Royal Institution and the Gallery of Art. The School of Art is in Mount Street. The Pro-Cathedral of Liverpool is St. Peter's, in Church Street.

The Free Library and Museum were the princely gift of Sir William Brown, a native of Liverpool, who thus became instrumental in providing for an educational work of vast importance. The Derby Museum, containing the collections of Edward, the thirteenth earl, was presented by his son. In the Mayer Museum are historical antiquities contributed by Mr. Joseph Mayer, F.S.A. The Picton Reading Room was built by the Corporation at a cost of £25,000; and Sir Andrew Walker, at an expense of £35,000, erected the gallery which bears his name. In addition to some two hundred thousand volumes which are available at the public reading-rooms, the Lyceum in Bold Street, and the Athenæum in Church Street, contain extensive and valuable libraries.

Although Liverpool is lacking neither in effective architecture, in spacious gardens and recreation-grounds, nor in imposing thoroughfares, of which we may notice Lord Street, Church Street, Bold Street, Lime Street, Water Street, St. James's Street, Castle Street, and Strand Street as amongst the more important, yet the visitor will be most interested in its docks and quays. On the Liverpool side of the Mersey the docks extend a distance of some six miles along the margin of the estuary; on the Birkenhead side the frontage is less, but there is greater depth. The total water area of the docks and basins, about forty-eight in number, is 370 acres, with a lineal quayage of 25 miles. More than seven hundred acres are covered by the buildings on the dock estates. The landing-stage, over two thousand feet in length, is the principal place of embarkation for the American and other ocean liners. Here are a letter-box, telegraph office, and refreshment-rooms, also the booking-office of the "*Great Western Railway*." The various steamers for the ISLE OF MAN, DUBLIN, BELFAST, and LONDONDERRY sail from Princes Landing Stage, Princes Dock, or the Clarence Dock. Passengers booked from "*Great Western*" stations to Belfast *via* the fine passenger steamers of the "*Belfast Steamship Company*" travel direct to BIRKENHEAD (*Woodside*), whence steam ferries cross the Mersey to LIVERPOOL (*Landing Stage*), where luggage is transferred to the Belfast steamers free of charge (*see page* 312).

In connection with the immense passenger traffic between Liverpool and America, we should notice that the "Royal Mail" steamers

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For the Belfast Steamship Company's Services from Liverpool, see pages 312 and 380.

*** "Cassell's Time Tables may be safely recommended to all intent upon a railway journey, as the clearly-tabulated routes and the useful maps of the suburban and provincial railway systems which they contain will enable the passengers to select the train required without the slightest difficulty or uncertainty."—*Morning Post.*

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of the "*Allan*" line afford the premier route to the Dominion of Canada—their weekly sailings *via* Londonderry affording access to Quebec and Montreal, where passengers can join the "*Canadian Pacific Railway*," a marvellous engineering enterprise, with a main line of 3,050 miles extending *via* Ottawa, Port Arthur, and Winnipeg to the prairies, and thence across the Rocky Mountains to

ST. GEORGE'S HALL, LIVERPOOL.
(*From a photograph by Messrs. Poulton & Son, London.*)

Vancouver on the Pacific seaboard. A second service to Canada and thence to the United States is supplied by the fortnightly steamer that runs *via* Queenstown to St. John's, Halifax, and Baltimore; while a third course is by the mail boats of the "*Dominion Line*" to Quebec and Montreal. With regard to the matchless facilities afforded by the "Royal Mail" steamers sailing between Liverpool and the United States, *via* Queenstown, the fine steamships of the "*Cunard Company*" leave weekly on Saturday for New York, on alternate Tuesdays for the same port, and on

Thursdays for Boston; the "*White Star Line*" forward their splendid fast-sailing vessels on Wednesdays for New York; and the "*Guion*" steamers depart on Saturday; while the "*American Line*" each Wednesday supplies a service between Liverpool and Philadelphia in connection with the "*Pennsylvania Railroad.*"

The leading hotels of Liverpool are the "Lime Street Station Hotel," the "Adelphi," the "Compton," the "Grand," the "Imperial," the "Alexandra," and the "Angel." The "Shaftesbury" and "Lawrence's" are temperance hotels. (*Population*—517,915.)

Daily Press—*Journal of Commerce, Liverpool Daily Courier, Liverpool Daily Post, Liverpool Echo, Liverpool Evening Express, Liverpool Mercury, Liverpool Shipping Telegraph.* Weekly—*Liverpool Courier, Liverpool Mercury, Liverpool Review, Liverpool Weekly Post.*

Returning to SHREWSBURY, we will resume our journey with the through carriages for Liverpool (*Lime Street*), Manchester (*London Road*), Leeds (*New Station*), and Glasgow (*Central Station*). The "West to North Express" is now transferred to the metals of the "*London and North Western Railway,*" the southern partner in the popular mail route of the "*West Coast Companies*" between England and Scotland. This great system supply its road until, on reaching Carlisle, the "*Caledonian Railway*" furnishes the third link of the long chain that unites the far West with the far North. Across the site of the great battle of Shrewsbury, fought in 1403, we reach *Hadnall*, and run on to *Yorton* by Grenshill Hall, to which succeed *Wem*, *Prees*, the little market town of *Whitchurch*, and *Wrenbury*. At NANTWICH we touch another northern outpost of the "*Great Western Railway.*" It is served by the Midland Counties trains from Birmingham and Wolverhampton to Manchester, that run *via* Wellington and Market Drayton to Nantwich, and thence follow our own course *via Willaston* to CREWE.

At Crewe (152 miles from Bristol) the various portions of the Bristol and Cardiff trains are detached, and sent forward to their respective destinations. The first to be despatched is that which takes the through coaches for Manchester, together with any that may arrive for Leeds or Newcastle-on-Tyne. This train travels in a north-easterly direction over the main line that extends by way of *Sandbach*, *Holmes Chapel*, *Alderley Park*, *Wilmslow*, *Handforth*, and *Cheadle Holme* to STOCKPORT. Here the Leeds and Newcastle carriage is transferred to the main line *via* Stalybridge, while the express continues its course along the huge viaduct that connects Cheshire and Lancashire. After spanning the deep valley, a short run through *Heaton Norris*, *Heaton Chapel*, *Levensholme and Burnage*, and *Longsight and Belle Vue*, brings us to

MANCHESTER,

London Road Station,

Fares from Bristol—1st, 24/1; 2nd, 19/9; 3rd, 13/7. Return—1st, 48/2; 2nd, 39/6.
" " Plymouth— " 52/1; " 40/3; " 24/3. " " 94/-; " 73/5.
Fares from Jersey or Guernsey—1st and Saloon, 54/4; 2nd and Saloon, 45/3; 3rd and Saloon, 35/6.
Return, 83/-; Return, 78/6; Return, 54/6.
2nd and After Cabin, 40/3; Return, 70/6. 3rd and After Cabin, 30/6; Return, 46/6.

177½ miles from Bristol, 168 from Cardiff, 265 from Weymouth, 284½ from Ilfracombe, 306 from Plymouth, and 385½ from Penzance. This mighty centre of the cotton industry, notwithstanding its prodigious strides during the present century, has for hundreds of years held a prominent place in both the industrial and the social life of the country. Even in Tudor times, as we learn from Leland, it was famous for its cottons, the manufacture of which had been brought to England by Flemings in the reign of the third Edward. In the time of Charles I. Manchester had the reputation of a "busy and opulent place," and its prosperity was still associated with cotton. So far back as the beginning of the last century Lancashire was noted for that inventiveness of its people to which the cotton manufacture owes so much of its progress. Amongst the earliest pioneers of the cotton trade, which has its busy headquarters at Manchester, were Arkwright and Kay, joint inventors of the water-frame; James Hargreaves, who thought out the problem of the spinning-jenny; Crompton, to whom we owe the mule spinning machine; and Dyer, who produced a carding machine.

In recent years Manchester has gradually become a city of warehouses—rather than of mills. As sites grew in value and facilities of transit increased, factories and mills, with engineering, bleaching, dyeing, and printing works, grew up in the villages around, and thus, to a great extent, has arisen the congeries of towns for which Lancashire is celebrated. From a distance the city cannot be said to look imposing. Its site is level, and in addition to absorbing Salford on the opposite bank of the Irwell, it has straggled out to so many villages that its limits are not well defined. Within its area, however, there are some fine streets, including such well-known thoroughfares as Mosley Street, Portland Street, Piccadilly, and Market Street, in which will be found examples of effective architecture. The Gothic structures of Waterhouse must move even the critical to admiration. As to those who do not pretend to be connoisseurs in matters architectural, their chief difficulty is in deciding upon the respective claims of the Town Hall, the Assize Courts, and Owens College, to the premier place. The first of these buildings, erected at a cost, including fittings, of £1,000,000, occupies one side of Albert Square, where stands a magnificent canopied statue of the late Prince Consort.

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CASSELL & COMPANY, LIMITED, LONDON, PARIS & MELBOURNE.

It comprises a large public hall, council-chambers and committee-rooms, and a kitchen capable of preparing a banquet for 800 persons; also a residence for the Mayor, and offices of various kinds. The Assize Courts are in Great Ducie Street, and, with a good deal of similarity to the Town Hall, are somewhat richer in decoration, although perhaps less imposing in general effect. Owens College, in Oxford Street—the third of Mr. Waterhouse's creations—originated in a bequest of £100,000, made in the year 1846 by Mr. John Owens, for purposes of higher education. The foundation was completed in 1851, and in 1871 the College was re-organised. It has been constituted a college of the Victoria University, which was incorporated by Royal Charter in 1880, has its seat in Manchester, and is empowered to grant degrees similar to those conferred by the older Universities.

The Free Trade Hall, which stands in Peter Street, is in the Lombardo-Venetian style, and was built in celebration of the triumph of Free Trade principles. The mammoth building at the end of Market Street, with massive walls and portico, is the Royal Exchange; it contains probably the largest room in the kingdom, the ceiling forming a clear area, without supports, 120 feet in width. Not far distant, in Brown Street, is the General Post Office. The Corn Exchange, where a weekly market is held on Thursdays, is in Hanging Ditch. The Royal Infirmary, fronting Piccadilly, has a somewhat similar elevation, but is less ornate. Only the barest reference can be made to the old Town Hall, in King Street, in which the Free Reference Library is located; the Royal Institution, in Mosley Street—the Royal Academy of Manchester; and the Athenæum, in Princess Street, where also is the Mechanics' Institute. Neither must we extend our notice of the "one paroch church" of Leland, now the grand Perpendicular Cathedral, with finely-carved roofs and richly-embellished tabernacle work above the stalls in the choir; nor of the ancient Cheetham Hospital and Library, in close vicinity. Manchester Grammar School, founded early in the sixteenth century, owns an imposing pile of buildings, which provide a first-grade education for some nine hundred boys. In Dover Street is the Girls' High School. The School of Art is in Cavendish Street. Both Manchester and Salford are provided with several public parks; and amongst the more noteworthy features of the suburbs are the Royal Botanical Gardens at Old Trafford, and the Belle Vue Zoological Gardens, near to Longsight and Belle Vue stations.

London Road Station covers a wide area, and is provided with two arrival and three departure platforms. A letter-box, telegraph office, bookstall, and refreshment-rooms are near the entrance. Luncheon baskets are supplied. The *Exchange Station*, which is centrally situated at the junction of Manchester and Salford, is

close to the Cathedral, and within easy reach of the Town Hall and the principal public buildings. It is also in direct connection with numerous expresses for Liverpool (*Lime Street Station*), Huddersfield, Leeds, Hull, York, Scarborough, Sunderland, and Newcastle-on-Tyne. Passengers can also book here for all stations on the "*Great Western Railway*," the branch services *via* Warrington to Chester permitting direct connections with the principal expresses for Llangollen, Bala, Festiniog, Dolgelley, Barmouth, and Aberystwyth; Shrewsbury, Wolverhampton, and Birmingham; Hereford, Newport, and Cardiff; and *via* the Severn Tunnel to Bristol. Hence are frequent fast trains throughout the West of England, and likewise to Weymouth for the "Short Sea Route" to Guernsey and Jersey. A letter-box, telegraph office, and bookstall are on the general platform, and refreshment-rooms will be found on No. 1 departure platform.

The leading hotels of Manchester are the "Queen's," the "Grand," the "Victoria," the "Waterloo," the "Albion," the "Royal," the "Clarence," and the "Mosley." The "Trevelyan" and the "Waverley" are temperance hotels. (*Population*—505,343.)

Daily Press—*Manchester Courier, Manchester Citizen, Manchester Evening Mail, Manchester Evening News, Manchester Guardian.* Weekly—*Manchester City News, Manchester Courier, Manchester Mercury, Manchester Weekly Times, South Manchester Chronicle.*

Before returning to CREWE we must again repair to STOCKPORT, in order to give an outline of the route to be followed by those who would proceed thence towards Leeds and the north-eastern counties, to which it affords access. Unless travelling in a through carriage, passengers usually reach the main line by a short branch from Stockport, continued through *Heaton Norris, Reddish, Denton, Guide Bridge, Dukinfield,* and *Ashton-under-Lyne* (whence is a branch for *Rochdale*) to STALYBRIDGE. Here another exchange permits our travellers to join one of the through "North-Western Expresses" from Liverpool and Manchester that call on their journey to Huddersfield and to Leeds.

The express then traverses the hilly districts of eastern Yorkshire, here watered by the Tame. Rapidly we pass *Greenfield, Saddleworth,* and *Diggle,* and presently enter the recesses of Standedge Tunnel, which is just over three miles in length, and, until the completion of the huge subway beneath the Severn, was the longest tunnel in the United Kingdom. Sweeping by *Marsden* and *Slaithwaite, Golcar* and *Longwood,* we next pause at HUDDERSFIELD, a substantial manufacturing town, principally engaged in the production of fancy woollen goods. It is also a highly

important railway centre, and passengers for HALIFAX, BRADFORD, or WAKEFIELD should here exchange for the respective branch services of the "*Lancashire and Yorkshire Railway.*" Again running onward, we may successively notice *Bradley*, *Mirfield*, *Dewsbury*, *Staincliffe*, *Batley Carr*, *Batley*, *Morley*, *Churwell*, *Wortley*, and *Farnley*, all more or less connected with the vast woollen interests of the West Riding. Finally we enter the great metropolis of the prevailing industry,

LEEDS,

New Station

(*For York, Scarborough, Sunderland, and Newcastle-on-Tyne*),

Fares from Bristol—1st, 27/9; 2nd, 22/3; 3rd, 16/9. Return—1st, 55/6; 2nd, 44/6.
" " Plymouth— " 55/9; " 42/9; " 27/5. " " 101/4; " 78/5.
Fares from Jersey or Guernsey—1st and Saloon, 55/-; 2nd and Saloon, 45/3; 3rd and Saloon, 38/5.
Return, 93/-; Return, 81/9; Return, 59/6.
2nd and After Cabin, 40/3; Return, 73/9. 3rd and After Cabin, 33/5; Return, 51/6.

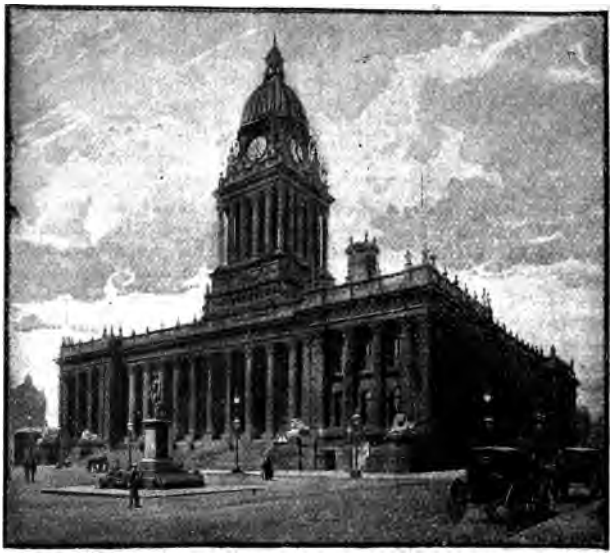
423½ miles from Penzance, 343½ from Plymouth, 317 from Torquay, 311½ from Ilfracombe, 302 from Weymouth, 215½ from Bristol, and 205½ from Cardiff. Amongst the representative manufacturing towns of Yorkshire Leeds undoubtedly holds a somewhat unique position. Not only is it remarkable for the immense production of its woollen mills, but contains in its large engineering works, and other centres of industry that line the banks of the Aire, the elements of a sound and many-sided commercial prosperity. Its growth during the later decades of the present century has been truly remarkable. It now covers over twenty thousand acres, contains a population considerably exceeding three hundred thousand persons, and returns five members to Parliament.

Chief of the numerous public buildings for which Leeds is noteworthy is the Town Hall, an imposing structure of the Corinthian order, surmounted by a lofty clock-tower. The spacious and elaborately-decorated hall contains a valuable organ, the council-chamber, the Mayor's parlour, the assize courts, and a law library. Not far distant are the Municipal Buildings, which not only provide accommodation for the extensive free reference and lending libraries, picture galleries, and museum, but include suites of offices connected with the local administration. At the Mechanics' Institute is a school of art and a large library.

The great city abounds in handsome churches and chapels. Perhaps the two principal edifices connected with the Church of England are the parish church of St. Peter's, and that known as St. John's. Amongst educational institutions the premier position must be given to the Yorkshire College in College Road, with its admirable provisions for efficient professional and technical instruction. The Gothic buildings occupied by the foundation grammar school of Sir William Shenfield are situated on Woodhouse Moor. At

Headingley is the Wesleyan Theological Training College. The imposing Infirmary was designed by the late Sir Gilbert G. Scott.

The city is well supplied with various centres of commerce, including the Royal Exchange; the Corn Exchange, where markets are held on Tuesday and Friday; the South Leather Market, where leather fairs take place on the third Wednesdays of January, April, July, and October, also on the first Wednesdays of March, June,



THE TOWN HALL, LEEDS.
(*From a photograph by Hudson.*)

September, and December; and Kirkgate Market. A corn market is held on Wednesday. The General Post Office is in Park Row.

Few, if any, of the manufacturing centres of England can claim so magnificent a public recreation-ground as the Roundhay Park, abounding as it does with natural rural scenery, yet considerably heightened in its beauty by the attractions of artistic landscape gardening. The two ornamental lakes afford both boating and fishing. In the neighbourhood of Leeds are the interesting ruins of Kirkstall Abbey, a picturesque Cistercian foundation; Harewood House, the beautiful seat of the Earl of Harewood; and Temple Newsam, the residence of the Honourable Mrs. Meynell Ingram.

As a railway centre Leeds is of great importance, and especially from its connection with the vast system of the "*North Eastern Railway*," which, with an authorised capital of £68,026,806, owns 1,622 miles of permanent way, mostly extending throughout the counties of Yorkshire, Durham, and Northumberland. By means of the direct daily connections now existing between this large territory, and that of the "*Great Western Railway*," passengers from the West and South of England, South Wales, and the Western Midlands can reach Leeds, and travel thence by excellent express services to the principal towns, watering-places, and health-resorts of the North-Eastern Counties. Through-booking arrangements exist for the more important stations, which amongst others include *York, Scarborough, Darlington, West Hartlepool, Middlesborough, Durham, Sunderland, South Shields,* and *Newcastle-on-Tyne.* The "*North Eastern*" station adjoins those of the "*London and North Western*" and the "*Midland*" railways. Passengers can consequently here exchange carriages with the least possible amount of inconvenience. A pillar letter-box, telegraph office, bookstalls, and refreshment-rooms will be found on the platforms. The principal hotels of Leeds are the "Queen's," the "Great Northern," the "Griffin," the "Bull and Mouth," the "Imperial," and the "Trevelyan" (temperance hotel). (*Population*—367,506.)

Daily Press—*Leeds Daily News, Leeds Express, Leeds Mercury, Yorkshire Post, Yorkshire Evening Post.* Weekly—*Leeds Mercury, Leeds Saturday Journal, Leeds Times, Leeds Weekly Express, Yorkshire Weekly Post.*

Returning to CREWE, we now propose to resume our northern progress with the Liverpool and Scotch divisions of the "West to North Express." Although sent forward in distinct portions, the route for some miles is identical. After leaving that gigantic network of iron ways, Crewe, we speed northward, pass *Minshull Vernon, Winsford, Hartford,* and *Acton Bridge.* About a mile beyond the latter station the Liverpool expresses turn off to the left by *Sutton Weaver* and *Runcorn,* a centre for soap and alkali works, and then approach Runcorn Bridge, a marvellous iron structure, over two miles in length, which here spans the Mersey. Onward yet, by *Ditton Junction, Hale Bank,* and *Speke,* we gradually approach the residential districts of *Allerton, Mossley Hill,* and *Aigburth.* At *Wavertree* we begin to draw nearer to the populous seaport; and presently, after a pause at *Edge Hill,* we enter the long deep cuttings of red sandstone that lead to LIVERPOOL (*Lime Street Station*), which has been described in connection with the alternative route to the *Landing Stage via* Chester and Birkenhead.

Returning to ACTON BRIDGE, we resume our northward journey

to Glasgow and Edinburgh, and soon pass *Preston Brook*, which is succeeded by *More* and WARRINGTON, a flourishing town, where numerous tall chimneys indicate an extensive manufacturing interest. It is one of the principal seats of the wire-drawing industry, and is likewise famous for its production of iron, leather, cotton, soap, and other articles of commerce. Again speeding through rural Lancashire, *Earlestown*, *Newton Bridge*, and *Lawton* are soon left in our rear; then we note *Golborne* with its few cotton-mills, pass *Bamfurlong*, and reach the busy coal-mining and cotton-manufacturing town of WIGAN, where the "West Coast" expresses from Liverpool and Manchester run on to the trunk line. Here passengers may exchange for the great towns of BOLTON and BLACKBURN, reached by two branch services on our right; while to the left is a direct road to the fashionable watering-place of SOUTHPORT. Away over the countryside we now successively come to *Standish*, *Coppull*, *Euxton*, *Leyland*, and *Farrington*; and then across the wide valley of the Ribble approach the populous cotton-town of PRESTON.

The day "Scotch Express," due at Preston about three o'clock, is here detained for twenty minutes to enable passengers to dine. Hot dinners await the arrival of the train. The charge is 2s. 6d. each; no fees. The station is provided with a letter-box, postal telegraph office, bookstall, and refreshment-rooms. Luncheon-baskets are supplied. Passengers wishing to break their northern journey will find admirable accommodation at the "Park Hotel," which is reached from the platforms by a covered way, and is under the management of the railway authorities. Preston is the exchange station for passengers proceeding to BLACKPOOL and FLEETWOOD. From the latter port is an excellent nightly service of steamers sailing to BELFAST for the North of Ireland.

Hastening onward, we swiftly pass *Barton and Broughton*, *Brock*, *Garstang and Catterall*, *Scorton*, *Bay Horse*, and *Galgate*, before reaching LANCASTER, the interesting capital of the county. Of this we might say much did space permit, but in passing can merely note that it contains an ancient castle and parish church, some good modern buildings, and an ornamental park. Its inland scenery abounds with beauty, and a short coast line of two miles affords direct communication with the attractive watering-place of *Morecambe*. After crossing the Lune we soon find ourselves skirting the shores of Morecambe Bay, then, running by *Hest Bank* and *Bolton-le-Sands*, perceive on our left the distant outlines of the Lakeland mountains, and a few miles ahead see Arnside Knott, a lofty hill not far from CARNFORTH. Here the express pauses for the convenience of passengers booked over the "*Furness Railway*," which bears away on our left by *Grange-over-Sands*, *Ulverston*, and *Furness Abbey* towards BARROW-IN-FURNESS. This line is also

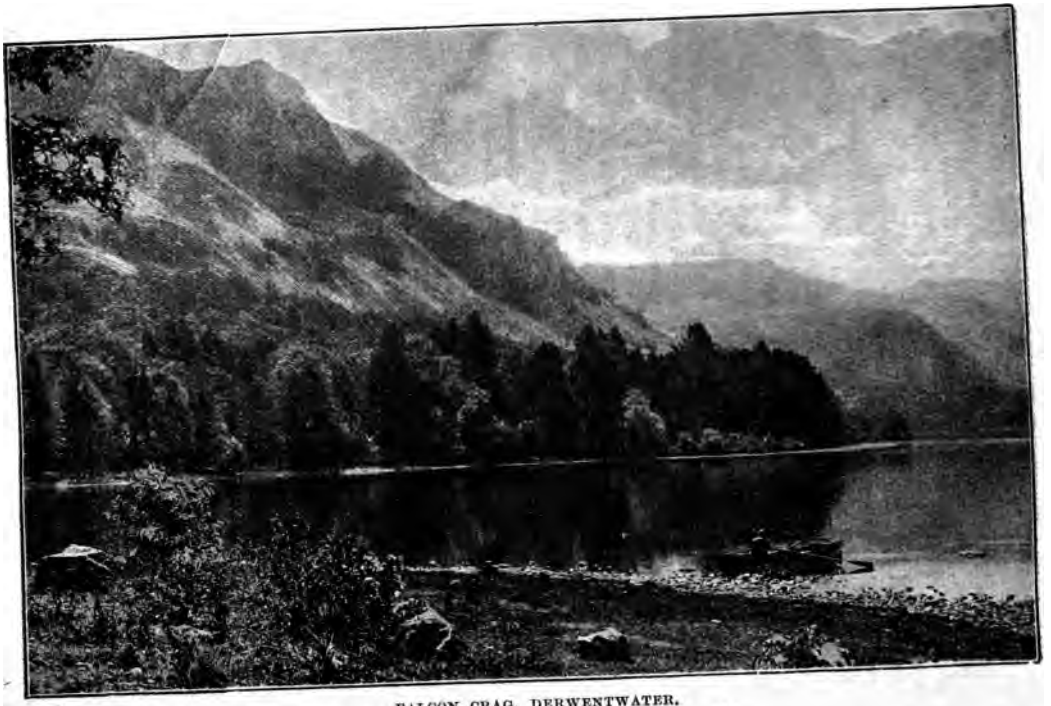
used by those who wish to reach the Lake District *via Lakeside*. Still running northward, we enter Westmoreland, with its limestone cliffs, grand views, and vivid green pastures divided by low stone walls. Clearing *Burton* and *Holme*, we next run by *Milnthorpe*, and then stop at *Oxenholme Junction*. Here passengers for the Lake District usually exchange for the short branch that *via* the pleasantly-placed market town of *Kendal* communicates with its terminal station

WINDERMERE,

(Fares from Bristol —1st, 36/-; 2nd, 29/9; 3rd, 19/6. Return—1st, 69/11; 2nd, 52/9.
" " Plymouth— " 64/-; " 50/1; " 30/2. " " 115/9; " 86/8.

253½ miles from Bristol, 462 from Penzance, 382 from Plymouth, 355¼ from Torquay, 329 from Exeter, 341 from Weymouth, and 244 from Cardiff. To adequately summarise the countless beauties of the English Lakeland within a few pages may be dismissed as an impossibility. All we can hope to do is to most briefly indicate where such beauties may be found, and to mention the principal hotels, leaving the tourist to use one of the many excellent guide-books which are to be obtained in the principal centres of the district. Windermere, which takes its name from the charming lake that lies at the foot of its steep hills, is, with Bowness, amongst the favourite centres or starting-points with Lakeland tourists, especially with those who desire for a while to stay near the middle of the lake, which from north to south has a length of eleven miles. Quoting from the "*Official Guide to the London and North Western Railway*" we can say:—"From whatever point it may be viewed, the lake is entrancingly beautiful. By climbing the neighbouring hills we may gain many a pleasing prospect of Windermere as she lies in her sparkling but peaceful glory, decked with fair green islets, amongst which Belle Isle reigns supreme; here, too, may we trace famous landmarks, as Biscay How, the Ferry Nab, and Storrs Pier, with miniature promontories or tiny bays bordered with bright verdure and grand old trees; while scattered over the slopes are numerous pleasant mansions, such as Brathay Hall, Wray Castle, and Storrs Hall, with its memories of Scott, Wordsworth, Wilson, and Canning. Above all rise the distant mountains. Looking to the west, we may perceive the Old Man of Coniston and Wetherlam. Sweeping round the horizon, we see the renowned Langdale Pikes, near Bow Fell; or discern the yet more distant Great Gable and regal heights of Scafell; while nearer on the right are Fairfield, Rydal Fell, High Street, and Nab Scar, proudly towering aloft, overlooking the luxuriant valleys."

Rowing, yachting, and steamer excursions are frequent recreations with visitors who love to linger by the water-side. Amongst the coach drives, we may name three as fairly comprehensive in



FALCON CRAG, DERWENTWATER.

(From a photograph by Mr. Alfred Pettitt, Keswick.)

their character. The first is the trip by Esthwaite Water and Hawkshead to the secluded charms of Coniston Water; the second, leading through the Vale of Troutbeck, and over Kirkstone Pass to Ullswater, claims really fine scenery; and the third (which is usually considered the chief drive in the district) is the route taken through *Low Wood*, *Ambleside*, *Grasmere*, *Wythburn*, and *Dale Head* to *Keswick*. The principal hotels are "Rigg's Windermere," close to the railway station. At Bowness are the "Royal," the "Old English," the "Crown," the "New Ferry," and the "Windermere Hydropathic Establishment;" and at Ullswater are the "Ullswater" and the "Patterdale."

Another highly popular lake resort is AMBLESIDE, a little town at the head of Windermere, in the Rothay Valley, and overshadowed by Wansfell Pike. It is a great coaching centre, and admirably situated for much of the favourite scenery. The tourist while here should not fail to visit some of the smaller but highly attractive lakes. Near Rydal Mere long dwelt worthy William Wordsworth, whose poetic genius has immortalised his favourite Westmoreland. Grasmere is by many considered one of the gems of Lakeland, and is alike beautiful for itself or its setting. In the little churchyard of Grasmere may be seen Wordsworth's tomb. Amongst the nearer mountains are Helvellyn, Heron Pike, and Seat Sandal. Across the fells, and near many tiny burns, is Hawes Water, beneath High Street, and not far from Kidsty Pike, Whelter Crags, and Harter Fell. The most noteworthy attractions yet nearer Ambleside are the famous waterfalls of Stockgill Force, Dungeon Gill, and the Falls of the Rydal; the mountain summits of Fairfield, Wansfell, Loughrigg, and Langdale Pikes; also the scenery of Rothay Bridge, Scandale Beck, Brathay Bridge, the Duddon and Esk valleys, and the Tilberthwaite slate quarries. The principal hotels at Ambleside are the "Salutation," the "Queen's," the "White Lion," the "Waterhead," and the "Low Wood." At Grasmere are the "Prince of Wales," the "Rothay," the "Swan," and the "Red Lion."

A third headquarters for Lakeland tourists is at KESWICK, which is a charming centre for the beautiful lakes of Cumberland, with their attendant mountains, of which Skiddaw, Cat Bells, Causey Pike, Latrigg, and Dod Fell are the nearest to the town. Chief among the neighbouring waters is exquisitely lovely Derwentwater, "encircled by guardian mountains, clothed with their sylvan glory of wood and fern, jutting forth in the rocky grandeur of rugged promontories, or sinking into the sweet recesses of grass and moss-covered bays." Very enjoyable are the many boating excursions which may be taken over the wide waters of this lake. At its southern shore opens out the incomparably picturesque scenery of

Borrowdale, famous for such well-known spots as Sty Head Pass, approaching Wastdale and Wastwater; Honister Crag, Castle Crag, Scatoller Fell, the Fairy Cavern, the Bowder Stone, and the Scathwaite Lead Mines. Six other lakes may be reached by longer or shorter excursions from Keswick, and of these the largest is Bassenthwaite, which lies at the foot of Skiddaw. Probably the more beautiful are Buttermere, bordered on the south by Red Pike, High Stile, and High Crag, which impart a peculiarly Alpine character to its scenery; and Crummock Water, with its wondrously-tinted screes and neighbouring waterfall of Scale Force. Lowes Water and Ennerdale Water have

KESWICK.

(*From a photograph by Messrs. Green Brothers, Grasmere.*)

likewise their own more moderate attractions, the latter being especially famed for its excellent fishing. Ere leaving Keswick we must not forget to explore the romantic valley of the Greta, nor to visit Barrow Falls and the Falls of Lodore, which inspired some familiar lines of Southey, another Lake poet, who long resided at Greta Hall. The principal hotels are the "Keswick," the "Queen's," the "Royal Oak," the "Lake," the "King's Arms," and the "George." The "Skiddaw," "Jeffrey's," and "Greenhow" are temperance hotels. Near Lake Derwentwater are the "Derwentwater," the "Tower," the "Borrowdale," and the "Lodore." In the centre of Borrowdale are the "Scawfell"

and the "Royal Oak." At Bassenthwaite is the "Pheasant;" at Buttermere the "Victoria" and the "Fish;" and at Crummock Water the "Scale Hill."

Returning to OXENHOLME JUNCTION, we resume our northern journey, see Kendal on the hills to our left, and then as we glide onward, skirting the steep fells, gaze across green valleys towards the blue ranges of the Lakeland mountains. After passing *Grayrigg* we enter the beautiful valley of the Lune, here bounded by the How Gill Fells of Yorkshire, and rush through *Tebay Junction* ere climbing the steep ascent of the Shap Fells. We then run by *Shap*, pass *Clifton and Lowther*, and pause at PENRITH, a third point of exchange with passengers for the Lake District travelling *via* Troutbeck to Keswick. Penrith is likewise a stopping-place for tourists who desire to drive to Lake Ullswater. The leading hotels of Penrith are the "George" and the "Crown." We next pass *Plumpton, Calthwaite, Southwaite,* and *Wreay* before halting at CARLISLE, which has so frequently figured in border history. The city still possesses some ancient remains of its once extensive castle, while not far distant is the fine cathedral, containing several monuments of interest and much good stained glass.

HEAD OF ULLSWATER.

LAKE DERWENTWATER AND SKIDDAW.
(*From photographs by Messrs. Green Brothers, Grasmere.*)

During a pause of ten minutes at Carlisle the express is attached to a new locomotive, and when again *en route* enters upon the metals of the popular "*Caledonian Railway*," which, with an authorised capital of £48,020,017, has the control of 1,076¾ miles of lines, respectively leading to Glasgow and Greenock; Edinburgh and Leith; Stirling, Callander, and Oban; Perth, Dundee, and Aberdeen; while its connections, both with the "*Highland*" and "*Great North of Scotland*" lines, permit direct access to Inverness, Strome Ferry, Wick, and Thurso. Crossing the Eden, we speed onwards by *Rockcliff* and *Floriston*, and in a few minutes are over the Border and away through Scotland. A glimpse of *Gretna Green* reminds us of its bygone romances; and then as through *Kirkpatrick* and *Kirtlebridge* we come to Ecclefechan, we recollect that here was born and here is buried famous Thomas Carlyle. Leaving Lockerbie, with its long western branch to Dumfries and Stranraer for the steamers that *via* Larne afford communication with Belfast, we flash by *Nethercleugh*, *Dinwoodie*, *Wamphray*, and *Beattock*, with its branch to *Moffat* on our right. After ascending the steep summit of Beattock, we speed through the park of Auchan Castle, skirt the Evan Water, and for miles roll on through passes of turf and heather-clad moorlands ere we sweep through *Elvanfoot*, and sight the Clyde flowing on our right towards *Abington*. By *Lamington* we reach *Symington*, whence a branch extends to *Peebles*; and, through *Thankerton*, come to CARSTAIRS JUNCTION, an important exchange station for LANARK, the best centre for the Falls of the Clyde. Here, too, the main line bifurcates respectively for Edinburgh and Glasgow.

At this point the principal expresses are usually divided into two portions, one of which takes a westward course to Glasgow, while the other travels in an opposite direction towards the Scottish metropolis. Pursuing the latter route, we successively pass *Carnwath*, *Auchengray*, *Cobbinshaw*, *Harburn*, *Midcalder*, *Currie Hill*, *Kingsknowe*, *Slateford*, and *Merchiston*, ere we reach

EDINBURGH,

Princes Street Station,

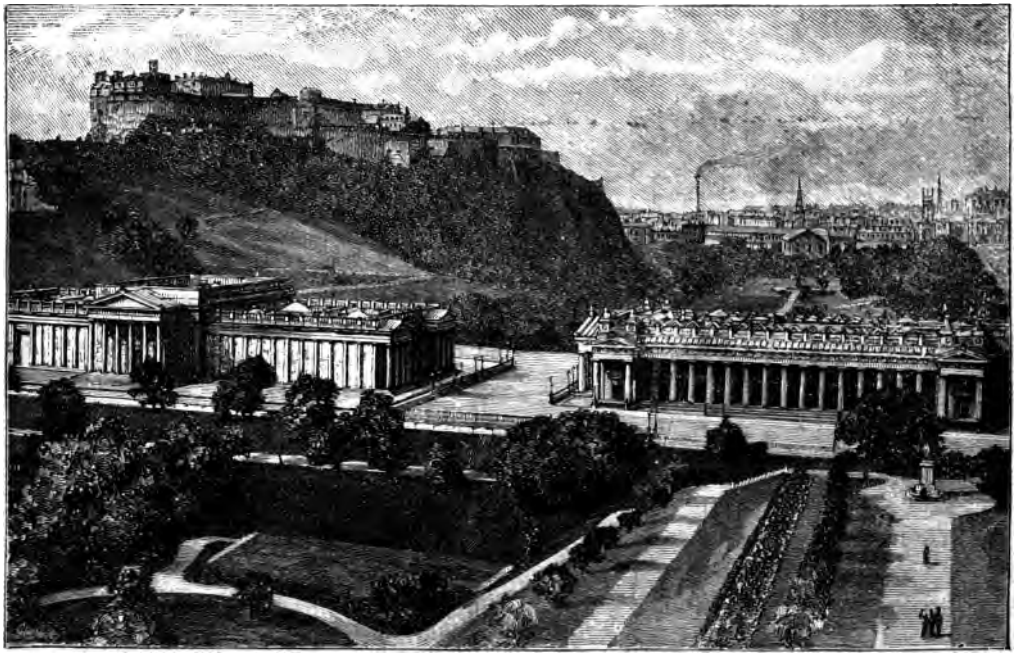
Fares from Plymouth—1st, 84/-; 3rd, 41/6½. Return—1st, 152/4.
" " Bristol — " 56/-; " 30/10½. " " 106/6.
Fares from Jersey or Guernsey—1st and Saloon, 86/8; 3rd and Saloon, 51/6.
Return, 146/10; Return, 89/9.
3rd and After Cabin, 46/6; Return, 81/9.

394¼ miles from Bristol, 481½ from Weymouth, 523 from Plymouth, and 602½ from Penzance. In vain might we search throughout Europe for a city which could claim so romantic a site, so entrancing a history, or so picturesque an assemblage of old-time buildings,

stately mansions, and gay gardens as belong to the fair Scottish capital—ever grey, ever green Edinburgh. Under whatever aspect it may be seen, Edinburgh is pre-eminently beautiful. The scattered hills and wide northern plain, which are bounded by the blue waters of the Firth of Forth, and covered by the streets, squares, terraces, and crescents of Edinburgh, may be best viewed from the Castle Rock, Calton Hill, Salisbury Craigs, or Arthur's Seat. Each vantage-point has its peculiar attractions; but if time be so limited that one only can be chosen, probably the first-named will be the preferable. For more distant panoramic effects, the visitor may repair to the heights of Craiglockhart, Corstorphine, or Blackford.

Leaving the "*Caledonian Railway*" station, and turning eastward down the incomparable thoroughfare of Princes Street, one is soon surrounded by scenes of surpassing interest. Far away for a mile or so, towards the foot of the Calton Hill, extends the long terrace of handsome hotels and clubs, imposing offices, and brilliant shops. Across the fresh greenery of Princes Street Gardens we perceive the rugged mass of the Castle Rock, surmounted by its apparently impregnable fortress. Sloping from the citadel is the Castle Hill, "whose ridgy back heaves to the sky," and bears "tier upon tier" of lofty houses where once dwelt the lords and the ladies, the merchants and the masses, of quaint mediæval Edinburgh. On the Mound, which unites the Old with the New Town, stand the Royal Institution and the National Gallery, two imposing structures of classical design and considerable architectural merit. In striking contrast to these substantial Doric and Ionic elevations is the Scott Monument, an elaborately-decorated Gothic pile, which is close to the well-known Waverley Bridge.

The principal means of direct communication between the northern and southern divisions of the city are supplied by the Mound, the Waverley Bridge, and the North Bridge, respectively leading to the Castle Hill, Cockburn Street, and South Bridge Street. Time and the hand of the improver, which ofttimes efface so many historical treasures, have dealt tenderly with the relics of that "auld toun," which supplies an attractively ancient site to the "Modern Athens." Hence, while needful improvements have not been forgotten, here still extend those steep streets of lofty stone-built dwellings which were, in bygone days, the town mansions of the Scotch nobility, and around which yet cling many a weird tale or romantic legend. At the highest point of the town still towers the hoary castle; in its midst still rises the fine old cathedral of St. Giles, hard by the Parliament House and the City Cross; in the curious High Street still stands the house of intrepid John Knox; and at the foot of the Canongate, beneath the shadow of Salisbury Craigs, still crouches the famous palace of Holyrood, instinct with



THE ROYAL INSTITUTION, THE NATIONAL GALLERY, AND THE CASTLE, EDINBURGH.

memories of the fair but ill-fated Mary Queen of Scots, also associated with the temporary triumph of her equally ill-fated descendant, the Young Pretender. Other characteristic remains of Old Edinburgh are the wynds of the Cowgate; the Grassmarket, for centuries the scene of political executions; and the Greyfriars Churchyard, where many a sturdy Covenanter sleeps his last long sleep, near the spot which, in 1638, witnessed the memorable signing of the Solemn League and Covenant.

On the same side of the capital are the widely-celebrated University of Edinburgh, which has a staff of forty-five professors, and accommodates over three thousand students; Heriot's Hospital, an educational foundation, due to the liberality of George Heriot, the goldsmith of James VI.; the Museum of Science and Art; the Advocates' Library, near the Parliament House; the General Assembly Hall of the Church of Scotland, the Free Church Assembly Hall, and the Royal Infirmary.

It was not before the end of the eighteenth century that the New Town became generally popular as a place of residence, consequently its architectural features, although generally imposing, are entirely modern. In addition to the attractive thoroughfare of Princes Street, two other main avenues, running parallel with it, communicate between the western and the eastern portions of the city. George Street is a noble road, taking its title from a statue of George IV. It reaches from Charlotte Square, where stands the Albert Memorial, to St. Andrew's Square, where, opposite to the Melville Memorial, are some remarkably handsome buildings of a classical order, mostly occupied by banks and insurance offices. Queen Street is a charming drive, forming the southern boundary to Queen Street Gardens. Chief of the fine public buildings that abound over the wide area, we should perhaps place the elegant Episcopal Cathedral of St. Mary's, one of the happiest efforts to be attributed to the genius of Sir Gilbert G. Scott. Not far distant is the Tudor elevation of Donaldson's Hospital, mostly devoted to the instruction of the deaf and dumb. Amongst other of the numerous educational institutions for which Edinburgh is so remarkable, we may name the famous High School, Fettes College, Gillespie's Hospital, John Watson's Hospital, George Watson's Hospital, the Edinburgh Educational Institution, and George Watson's College for Ladies. In connection with the study of botany, we should notice the Royal Botanic Garden, which, in addition to its spacious palm-house, contains certain museums, laboratories, and class-rooms that are associated with the University of Edinburgh. The Observatory is on the Calton Hill. In Waterloo Place are the Register House and the General Post Office.

Occupying prominent features in the leading thoroughfares are

some striking examples of decorative statuary, mostly, but not exclusively, commemorative of eminent Scotchmen. Of the Scott Monument we have already spoken. A similar national tribute to the fame of Scotland's premier peasant poet, Robert Burns, will be found in Regent's Road, not far from the monuments that on Calton Hill remind us of Lord Nelson, Dugald Stewart, and Professor Playfair. Professor Wilson, better known as "Christopher North," Allan Ramsay, Adam Black, Dr. Chalmers, Dr. Livingstone, Sir J. Y. Simpson, and William Pitt are also amongst the celebrities whose statues adorn the streets of classic Edinburgh.

At Princes Street Station are a letter-box, a postal telegraph office, a bookstall, and refreshment-rooms. The leading hotels of the city are the "Royal," the "Balmoral," the "Palace," the "Edinburgh," the "North British," the "Roxburghe," the "Clarendon," the "Windsor," and the "Caledonian." The "Cockburn," the "Regent," and the "Waverley" are temperance hotels. (*Population*—261,261.)

Daily Press—*Edinburgh Evening Dispatch, Edinburgh Evening News, Scotsman.* Weekly—*Edinburgh Gazette, North British Advertiser, Scots Observer, Scottish People, Scottish Weekly, Weekly Scotsman.*

Returning to CARSTAIRS JUNCTION, we now resume our westward journey to Glasgow. After passing *Cleghorn, Braidwood,* and *Carluke* certain expresses pause at LAW JUNCTION, where through carriages for Stirling, Perth, Inverness, Dundee, and Aberdeen are detached and sent forward on their direct route northward. The main portion of our train, proceeding by *Overton, Wishaw, Motherwell, Fallside, Uddingstone, Newtown, Cambuslang,* and *Rutherglen,* presently approaches the great commercial capital of the North, and after passing *Eglinton Street* and *Bridge Street* stations crosses the Clyde, and pauses at

GLASGOW,

Central Station

(*For Gourock Pier, Greenock, and Wemyss Bay*),

Fares from Plymouth—1st, 84/6; 3rd, 41/1½. Return—1st, 153/1.
" " Bristol — " 56/6; " 30/5½. " " 107/3.
" " Cardiff — " 62/6; " 28/4½. " " 105/6.
Fares from Jersey or Guernsey—1st and Saloon, 87/-; 3rd and Saloon, 51/7½.
Return, 148/-; Return, 90/3.
3rd and After Cabin, 46/7½; Return, 82/3.

524 miles from Plymouth, 483 from Weymouth, 395½ from Bristol, and 386 from Cardiff. When St. Kentigern, better known as St. Mungo, the great patron saint of wealthy Glasgow, came in the sixth century to Scotland, and there founded a little church by the Molendinar Burn, he undoubtedly gave practical proof of his sagacity. In the ruder times of the good old monk, crystal streams

and green braes were the principal attractions of Glasgow; but he wisely erected his tiny cathedral in a region of rivers, iron, and coal, although centuries might elapse ere its scattered buildings could assume the title of a city. But, having made a good beginning, Glasgow held on its way. For a long period it remained under ecclesiastical rule, gained a grand stone cathedral in place of the more modest one of wood, and in due time basked in the sunshine of a royal charter. Best of all, time, with other good things, brought the Treaty of Union between England and Scotland; the Treaty brought trade, and the trade attracted hordes of enterprising, persevering, and industrious Highlanders, whose presence during the last two hundred years has raised Glasgow to the proud position of "the second city of the Empire."

While it would be simply impossible within a few lines to adequately notice all the industries that are connected with the capital of the Clyde, we may remind our readers that its earliest merchant princes amassed their fortunes from the tobacco trade. Then calico-printing, cotton-spinning, weaving, thread-making, and the manufacture of chemicals, gradually assumed importance. But probably the greater factors of success have been contributed by the enormously-increased output of the neighbouring coal-mines of Lanarkshire; the immense production of iron; and the popularity of the vast shipbuilding yards, which have gained a world-wide reputation for the excellence of Clyde-built steamers. Indeed, not only does Glasgow claim the inauguration of steam water traffic to and from Liverpool, but the "*Cunard*" and "*Anchor*" lines of swift ocean steamers owe their initiation to well-known local firms long connected with the shipping interest. At Glasgow the river is spanned by seven bridges, of which the most remarkable is the Broomielaw, a much-praised design by Telford. In connection with the mercantile history of the city three names are worthy of all honour—namely, James Watt, the engineer; Henry Bell, whose little steamer the "*Comet*," was in 1812 the first to show the practicability of steam locomotion on water; and Robert Beaumont Neilson, whose invention of the hot blast in 1839 gave a new impetus to the iron industry.

The principal thoroughfares of the city are Buchanan Street, noteworthy for its numerous handsome shops; Sauchiehall Street, where are the Corporation Art Galleries; and the well-known road of Argyle Street, which, with its various continuations, has a total length of some four miles. Chief amongst the fine open spaces for which Glasgow is remarkable is George Square, one side of which furnishes a stately site for the imposing Municipal Buildings, recently completed at a cost of £500,000. In the centre is the Scott Memorial, a lofty column surmounted by a statue of the

THE UNIVERSITY, GLASGOW.

gifted novelist, and surrounded by many striking sculptures or castings—the more remarkable representing the Queen and the Prince Consort, Sir Robert Peel, Sir John Moore, Lord Clyde, James Watt, and Robert Burns. Here, too, is the General Post Office. Within easy reach of this important centre are the Royal Exchange, the Stock Exchange, the Corn Exchange, and the leading banking establishments. The chief free libraries are Sterling's, in Miller Street; and Mitchell's, in East Ingram Street. By George Street and High Street a short walk eastward leads to the few relics of old Glasgow that yet exist—namely, the remains of the original University, and St. Mary's Cathedral, in which the exquisite carvings in its ancient crypt and the splendid series of modern stained-glass windows are features of much interest. Hard by are the Barony Church, long associated with the ministry of the late Dr. Norman Macleod; the Royal Infirmary; and the hilly Necropolis, with its crowded monuments and memorial column to worthy John Knox. If from this point we turn towards the Clyde, we may visit the Tron Church and the Saltmarket, once the centre of the city.

The higher parts of Glasgow abound in spacious residential thoroughfares, also with crescents, squares, and terraces of imposing mansions. In the neighbourhood of the charming West End Park, where stands the City Museum, is Gilman Hill, affording an attractive site for the University of Glasgow, which here has a truly palatial home. Its prevailing architectural features partake of the Decorated English style, and the entire composition, which harmonises so well with its lofty central tower, reflects the unique Gothic genius of its designer, Sir Gilbert G. Scott. Amongst the principal features of the interior are the magnificent Bute Hall and the Library. The apartments appropriated to the Hunterian Museum contain priceless specimens in anatomy, pathology, and natural history, together with collections of paintings, books, and medals, which were acquired by the late Dr. William Hunter, and by him bequeathed to the University. Their value amounts to some £200,000. In the vicinity of West End Park are also the Botanic Gardens, the Observatory, and the Western Infirmary.

The Central Station is in direct communication with the magnificent "Central Station Hotel," which is under the management of the "*Caledonian Railway Company*," and may be commended for its superior accommodation. The platforms are furnished with a letter-box, telegraph office, bookstall, and refreshment-rooms. Amongst other leading hotels are the "Grand," the "Macgregor," and the "Cockburn" (*temperance*). (*Population*—564,988.) Daily Press—*Daily Record, Evening Times, Glasgow Daily Mail, Glasgow Evening News, Glasgow Evening Citizen, Glasgow Herald, Scottish News.* Weekly—*Glasgow Weekly Herald, Glasgow Weekly Mail.*

Having completed our journey from Bristol to Glasgow, we should notice the many attractive tours which may be taken from the capital of the Clyde by the far-reaching lines of the "*Caledonian Railway.*" This important system has its southern terminus at Carlisle, and its most northerly station at Aberdeen; it also extends eastward to Edinburgh and Leith, and *via* Stirling and Perth enters Dundee, while its western boundaries will be found at Greenock, Wemyss Bay, and Oban. The tourist can likewise travel from Glasgow (*Central Station*) to *Gourock Pier*, which is in direct connection with the swift steamers for *Dunoon*, *Rothesay*, *Oban*, and other watering-places of the Clyde and the Western Highlands. Amongst the more noteworthy of these pleasure sailings are those that communicate with *Ardrishaig* for OBAN and INVERNESS; also with *Tighnabruaich* for INVERARY. From Glasgow (*Buchanan Street Station*) frequent expresses are run northward through STIRLING for the line that extends *via Callander* to OBAN. At PERTH they connect with the fast services for DUNDEE; likewise with the trains of the "*Highland Railway*" for INVERNESS *via Dunkeld* and *Pitlochry*. The same expresses permit connections to be made at ABERDEEN with the special fast trains of the "*Great North of Scotland Railway*" running *via* the Moray Firth Coast Line and *Elgin* to INVERNESS, whence passengers can proceed to STROME FERRY and to WICK; also to THURSO, for the mail steamers to the Orkney and Shetland Isles. These associated traffic services, with their various coach or steamer connections, cover some two thousand miles, and afford access throughout the picturesque scenery of the wide Scottish Highlands.

SMOKING SALOON "GREAT WESTERN" CORRIDOR TRAIN.

SUPPLEMENTARY PICTORIAL PAGES,

DEPICTING FEATURES OF INTEREST ON THE

GREAT WESTERN RAILWAY.

THE "GREAT WESTERN" CORRIDOR EXPRESS.

HENLEY SCHOOL

(CHARTER AS A GRAMMAR SCHOOL 1604).

HEAD MASTER—C. E. CHAMBERS, B.A., LL.B.,

Trinity College, Cambridge; Barrister-at-Law.

THIS ancient Foundation School is administered by a Governing Body.
The education, both Classical and Modern, is of the most recent type.
The management is in accordance with the best traditions of the old Public Schools.
Individual preparation for the Universities, the Army, and the Civil Service.

THE SCHOOL PROSPECTUS, Lists of Successes, and every information, can be obtained of

THE HEAD MASTER,
SCHOOL HOUSE, HENLEY-ON-THAMES.

For Henley, see page 55.

ABINGDON.

THE ATTRACTIONS OF ABINGDON.

THE ancient capital of Berkshire is a most pleasing centre for summer tourists in quest of walks or drives through beautiful rural scenery, also for Boating Parties in search of comfortable head-quarters between Oxford and Reading; while during the winter months the neighbourhood is equally celebrated as a favourite hunting country.

THE QUEEN'S HOTEL,

WITHIN FOUR MINUTES OF THE THAMES,

BOATING PARTIES WILL FIND EXCELLENT LUNCHEON ACCOMMODATION.

THE QUEEN'S HOTEL, ABINGDON.

POSTING IN ALL ITS BRANCHES. LOOSE BOXES FOR HUNTERS.

IS THE BEST AND MOST CENTRALLY SITUATED

Family, Commercial, & Posting House

IN THE TOWN OF ABINGDON.

PORTER meets every Train and conveys Visitors' Luggage to the Hotel.

BILLIARDS.

Miss HILLS, PROPRIETRESS.

For Abingdon, see page 268.

BANBURY.

PURVEYOR

TO HER MAJESTY THE QUEEN.

THE RICHLY-FLAVOURED EDIBLES KNOWN AS BANBURY CAKES HAVE BEEN MADE IN THIS OLD MARKET TOWN OF OXFORDSHIRE FOR SOME THREE CENTURIES. THEY ARE DESCRIBED IN THAT RARE LOCAL WORK, BEESLEY'S "HISTORY OF BANBURY," AS "OF AN OVAL, BUT RATHER DIAMOND SHAPE. THE OUTSIDE IS FORMED OF RICH PASTE AND THE INTERIOR CONSISTS OF FRUIT, &C., RESEMBLING THE CONTENTS OF A MINCE PIE."

MRS. ALFRED BETTS,

BANBURY CAKE MAKER,

85, HIGH STREET,

BANBURY.

A BRANCH SHOP

WILL BE FOUND AT

THE GREAT WESTERN

RAILWAY STATION.

BANBURY CROSS.

(From a photograph by Messrs. A. Beales & Co., Banbury.)

BANBURY CAKES

CAN ALSO BE SENT

BY

PARCEL POST

THROUGHOUT

THE UNITED KINGDOM,

THE CONTINENT,

AND THE COLONIES.

For Banbury, see page 279.

BANBURY.

THE WHITE LION HOTEL

AND

POSTING HOUSE.

THIS comfortable family and commercial Hotel is most centrally situated in the ancient town of Banbury, which is surrounded by the charming countryside of North Oxfordshire, a favourite hunting and driving district.

LETTERS AND TELEGRAMS RECEIVE PROMPT ATTENTION.

THE "WHITE LION HOTEL," BANBURY.

AN EXCELLENT POSTING ESTABLISHMENT IS ATTACHED TO THE HOTEL

CARRIAGES FOR PICNIC PARTIES. CARRIAGES FOR CRICKET PARTIES.
CARRIAGES FOR FOOTBALL PARTIES.

SUPERIOR CARRIAGES FOR HIRE by DAY, WEEK, MONTH, or YEAR

LOOSE BOXES FOR HUNTERS. BAIT AND LIVERY STABLES.

THE "WHITE LION" CABS, FLY, AND OMNIBUS MEET ALL THE TRAINS ON THE "GREAT WESTERN RAILWAY."

WILLIAM PAGE, Proprietor.

For Banbury, see page 279.

BARNSTAPLE

is an important Tourist Centre with railway communication throughout the picturesque district of North Devon.

VISITORS TO NORTH DEVON

SHOULD NOT FAIL TO INSPECT THE

ROYAL BARUM WARE,

AT THE MANUFACTORY IN

LITCHDON STREET, BARNSTAPLE,

OR AT THE

NUMEROUS AGENCIES THROUGHOUT NORTHERN DEVONSHIRE.

BRANNAM'S

ROYAL BARUM WARE

Is the ONLY North Devon Pottery

PATRONISED BY

HER MAJESTY THE QUEEN,
H.R.H. THE DUCHESS OF YORK,
H.R.H. THE PRINCESS LOUISE.

H.R.H. THE GRAND DUKE OF HESSE
H.S.H. PRINCE ALBRECHT OF PRUSSIA
H.H. PRINCESS EDWARD OF SAXE-WEIMAR.

(CRESTS AND MONOGRAMS WORKED TO ORDER.)

VIEW OF PREMISES.

VISITORS ARE INVITED TO VIEW THE POTTERIES AND WAREHOUSE IN

LITCHDON STREET, BARNSTAPLE.

CAUTION.

The public are respectfully cautioned against spurious imitations of this Ware, and are asked to see that each piece bears the date of manufacture and the signature of the manufacturer,

C. H. BRANNAM,
BARUM, N. DEVON.

For Barnstaple, see page 120.

DARTMOUTH

Is a convenient Tourist Centre for trips throughout the romantic scenery of South Devon.

ESTABLISHED 1798.

DARTMOUTH, BRIXHAM & SOUTH HANTS CHRONICLE, published every Friday.

R. CRANFORD & SON'S

LIBRARY,

FAIRFAX PLACE & SOUTH EMBANKMENT, DARTMOUTH,

Book, Stationery, and Fine Art Departments.

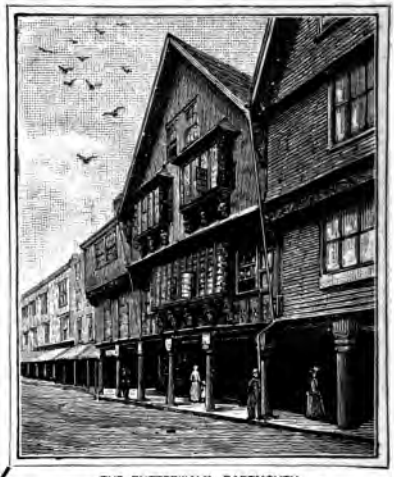
High-class Photographs of Dartmouth, Paignton, Torquay, Torbay, The Dart, and Dartmoor, unmounted, or mounted in various styles.

GUIDE BOOKS, MAPS, and every requisite for Tourists and Visitors.

Instantaneous Marine and Yachting Views, catalogues of 300 subjects, a selection sent on approval to any address. Etchings of Old Dartmouth. A small and varied collection of Bric-à-Brac, Antique Silver and Porcelain, Old Engravings, Etchings, &c.

RAILWAY AND STEAMBOAT ENQUIRY OFFICE.

TELEPHONIC CALL OFFICE, DARTMOUTH.



THE BUTTERWALK, DARTMOUTH.
(*From a photograph by Bedford.*)

THE ancient municipal seaport of Dartmouth, probably the best known and most popular yachting station on the Devonshire coast, is delightfully situated on the estuary of the Dart. Its wide waters here form a well-nigh land-locked harbour, bounded by precipitous verdure-clad cliffs, rising some three or four hundred feet above the stream. Within a mile of this splendid anchorage is the open sea, while inland the ascent of the picturesque river, which claims to be known as the "English Rhine," affords countless reaches of beauty. In bygone days this picturesque port was amongst the chief in the kingdom.

Old Dartmouth is remarkable for its remains of quaint timber-built dwellings, the neighbourhood of the Butterwalk being especially interesting for its mediæval aspect. Similar buildings may be seen in Fosse Street and Higher Street.

For Dartmouth, see page 143.

EALING

is the centre of a salubrious residential district, within six miles of Paddington Station. Owing to its situation on the main line of the Great Western Railway, it may be reached from all parts of the United Kingdom.

ESTABLISHED 1835. REORGANISED 1896.

OMNES CONTENDAM HERVOS

GRAMMAR SCHOOL, EALING.

BYRON HOUSE AND GRAMMAR SCHOOL, EALING.

THIS IS ONE OF THE BEST-CONDUCTED SCHOOLS. EVERY MODERN SCHOOL APPLIANCE AND DOMESTIC HOME COMFORT.

THE EDUCATIONAL TRAINING IS OF THE MOST THOROUGH AND COMPREHENSIVE, COMMERCIAL OR CLASSICAL, UNDER A STAFF OF 16 MASTERS, MOSTLY UNIVERSITY GRADUATES AND HONOUR MEN.

PUPILS ARE PREPARED FOR THE PUBLIC SCHOOLS, HOME AND INDIAN CIVIL SERVICE, OXFORD, DURHAM, AND CAMBRIDGE LOCALS, COLLEGE OF PRECEPTORS, PHARMACEUTICAL EXAMINATION, SURVEYORS' INSTITUTE, CHARTERED ACCOUNTANTS, BANKS, STOCK EXCHANGE, OR ANY PUBLIC AND COMPETITIVE EXAMINATION.

THE TERMS ARE MOST REASONABLE, CONSIDERING THE GREAT ADVANTAGES OFFERED.

THE UNIVERSITY OF CAMBRIDGE EXAMINER STATES IN HIS REPORT: "THIS SCHOOL IS BEING CONDUCTED WITH GREAT ENERGY AND ENTERPRISE, AND THE PRINCIPALS ARE EVIDENTLY DETERMINED TO MAKE THE TEACHING OF EVERY SUBJECT AS GOOD AS POSSIBLE."

ONE OF OUR BISHOPS STATED IN A LETTER REFERRING TO BYRON HOUSE AND EALING GRAMMAR SCHOOL: "TO ME IT WAS NO LITTLE PLEASURE TO WITNESS SUCH SATISFACTORY PROOFS OF A MORAL AND INTELLECTUAL TRAINING, WHICH WOULD NOT DISCREDIT ANY POSITION IN LIFE."

For Prospectus, Views, Report, Testimonials, and further particulars, address Mr. BRUCESMITH and the Rev. E. J. HOCKLY, M.A., Byron House, The Park, Ealing, London, W.

For Ealing, see page 42.

GLOUCESTER.

FOWLER'S HOTEL

AND

PRIVATE BOARDING ESTABLISHMENT

Is an Old-established and a First-class Temperance Hotel for

FAMILIES AND COMMERCIAL GENTLEMEN

GLOUCESTER CATHEDRAL, FROM THE MEADOWS.
(From a photograph by Hudson.)

IT is conveniently situated in CLARENCE STREET, a quiet thoroughfare, within Three Minutes from the Railway Stations, and only Seven Minutes from

CLOUCESTER CATHEDRAL,
THE DOCKS,
AND THE PRINCIPAL
CENTRES OF INTEREST.

GOOD CUISINE.

LUNCHEONS
OR DINNERS.

HOME COMFORTS & MODERATE CHARGES.

CYCLISTS' TOURING CLUB
HEAD-QUARTERS.

PRIVATE
SITTING-
ROOMS.

NIGHT BELL.

THE TARIFF AND EVERY INFORMATION CAN BE OBTAINED ON APPLICATION TO

D. B. LONDON, Proprietor.

For Gloucester, see page 213.

LYNTON,

NORTH DEVON. *This charming Health Resort may easily be reached from all parts of the country by means of the admirable coach servi es from Minehead Station, in connection with the trains of the "Great Western Railway."*

Royal Castle

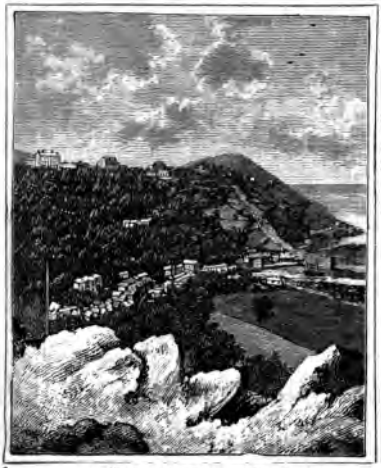
FIRST-CLASS

FAMILY HOTEL

GROUNDS 12 ACRES.

THOMAS BAKER,

PROPRIETOR.



THE "ROYAL CASTLE" HOTEL, LYNTON.

LYNTON has been spoken of as the English Switzerland, and well deserves the appellation. In alluding to the scenery of Lynton, one scarcely knows whether to give precedence to its romantic rocks, or to its charming river-watered glens and gorges. Near the little church of St. Mary's is a pathway leading down to the Valley of Rocks. Amongst its principal attractions is a promontory known as the Castle Rock, whence can be obtained on clear days one of the finest views in all Devon. A thousand feet below is the sea; while inland, stretching for miles, is the most exquisite valley scenery. In its neighbourhood other gigantic rock-giants are known as the Devil's Chimney, Ragged Jack, and the Cheesewring. Lynton is a very pleasant centre from which to visit the surrounding places of interest.

For Lynton, see page 118.

MAIDENHEAD

and **TAPLOW** *are pleasantly a conveniently situated on the ma line of the Great Western Railway*

"SKINDLES" HOTEL,

MAIDENHEAD BRIDGE.

H. HOARE,
PROPRIETOR.

MAIDENHEAD BRIDGE, FROM THE LAWN OF "SKINDLES" HOT
(From a photograph by Messrs. Marsh Bros., Maidenhead.)

THIS HOTEL is delightfully situated on the most beautiful part of the banks of the Thames, with a spacious Lawn down to the water's edge. It is close to TAPLOW STATION on the GREAT WESTERN RAILWAY. The locality offers unusual attractions to those desirous of enjoying the beauties of the River combined with the grandest sylvan scenery in Great Britain—the lovely grounds of Cliveden, Taplow Court, Hedsor, and Dropmore, and the famous BURNHAM BEECHES being all in the immediate vicinity. Apart from this, the Hotel is justly famed for its comfort, high-class service, cuisine, and wines.

The Proprietor makes a SPECIALITY of providing WEDDING BREAKFASTS, MASONIC BANQUETS, and PRIVATE DINNERS in the most recherché style, having every accommodation for the same; also LUNCHEONS, at the most moderate cost, for PARTIES not staying in the Hotel, who may be desirous of picnicking in the neighbourhood or on the River.

ORDERS FOR ELECTRIC AND STEAM LAUNCHES, OR BOATS, OR CARRIAGES OF EVERY DESCRIPTION WILL RECEIVE PROMPT ATTENTION.

GOOD FISHING IN THE LOCALITY. EXCELLENT AND EXTENSIVE STABLING.

SKINDLES' GUINEA TRIPS.

THESE CHARMING AND DELIGHTFUL TRIPS, INCLUDING FIRST-CLASS RETURN FARE FROM PADDINGTON, CARRIAGES TO AND FROM TAPLOW STATION, LAUNCH, LUNCHEON, LOCK AND ALL OTHER FEES, ARE RUN BY APPOINTMENT FOR PARTIES OF TWELVE AND UPWARDS IN NUMBER. THEY FORM ONE OF THE MOST ENJOYABLE EXCURSIONS IMAGINABLE.

All applications addressed to the Proprietor will receive prompt attention.

For Maidenhead, see page 49.

MALVERN,

the beautifully-situated hill sanatorium of the Midland Counties, enjoys the advantages of direct railway connections with all parts of the United Kingdom.

THE

IMPERIAL HOTEL,

WHICH IS CONNECTED BY A COVERED WAY
WITH MALVERN RAILWAY STATION,

is an imposing modern building, surrounded by extensive ornamental grounds. The Hotel commands the finest views of the celebrated Malvern Hills, and is likewise close to the Golf Links. During the hunting season it is a most convenient centre for the meets of the Croome, the Ledbury, and the Worcestershire Hounds. Loose boxes for Hunters. An excellent Table d'Hôte is supplied at separate tables. Suités on the Ground Floor, which owns communication with the upper floors by means of an American elevator.

THE "IMPERIAL HOTEL," MALVERN.
(*From a photograph by Messrs. Norman May & Co., Ltd., Malvern.*

A COMPLETE POSTING ESTABLISHMENT is attached to the Hotel.

REAL DROITWICH BRINE BATHS

ARE A SPECIAL FEATURE OF THE COMPLETE HYDROPATHIC BATH ESTABLISHMENT WHICH IS ASSOCIATED WITH THE HOTEL.

MODERATE AND INCLUSIVE TARIFF.

F. MORESCHELL, Lessee and Manager
(*Formerly Queen's and Grand Hotels, Manchester*).

For Malvern, see page 339.

MALVERN.

THE ATTRACTIONS OF MALVERN.

THE magnificent Malvern Hills have long been famous for their invigorating dry climate, singularly attractive scenery, numerous view-points, and a water-supply of unique purity. Good Golf Links will be found at Malvern Wells, and the district is celebrated as a hunting centre.

THE FOLEY ARMS HOTEL

HAS BEEN ESTABLISHED FOR MORE THAN EIGHTY YEARS. IT HAS BEEN HONOURED WITH THE PATRONAGE OF THE ROYAL FAMILY, AND IS A FAVOURITE RESORT OF THE BRITISH AND CONTINENTAL NOBILITY.

SITUATION.

The Hotel covers a charming site on the highe slope of the Malverns and close to the Hills. Most extensive and beautiful views may be enjoyed from its numerous suites of apartments, the Terrace, and the Pleasure Gardens.

THE "FOLEY ARMS HOTEL," MALVERN.
(From a photograph by Messrs. Norman May & Co., Ltd., Malvern.)

ACCOMMODATION.

The Coffee Room, the Ladies' Drawing Room, and other pleasant public or private apartments have been handsomely refurnished.

POSTING.

Carriages and Post Horses to order. Excellent Livery Stables with rooms for coachmen.

MISS YOUNGER,
PROPRIETRESS.

For Malvern, see page 339.

MALVERN.

THE WATERS.

W. & J. BURROW,

THE SPRINGS,
MALVERN.

Offices—BELLE VUE TERRACE.

MALVERNIA,

THE BEST OF TABLE WATERS,

is of the same type as Seltzer and Apollinaris, but more alkaline, and a valuable corrective for those who suffer from gout or acidity.

THE MALVERN SODA AND SELTZER WATERS.

ST. ANN'S WELL, GREAT MALVERN.
(From a photograph by Messrs. Norman May & Co., Ltd., Malvern.)

THE PURE MALVERN SPRING WATER

was described by the late Dr. Anthony Tod Thompson as "the purest in Europe." It has also been warmly commended by such eminent authorities as the late Sir Andrew Clark and Sir Henry Thompson.

SPARKLING MALVERN.

This pleasant beverage is the aerated brand of the pure Malvern Spring Water, and is extensively used for mixing with wines or spirits. The Malvern Waters are despatched daily by railway throughout Great Britain.

TELEGRAMS: "SPRINGS, MALVERN."

BURROW'S "ALPHA BRAND" MALVERN WATERS.

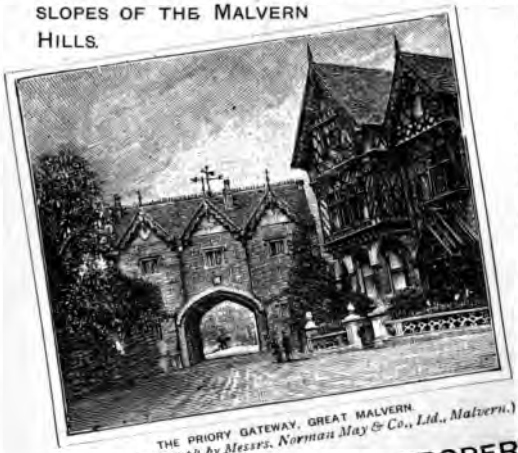
MALVERN SODA.
MALVERN POTASH.
MALVERN SELTZER.
MALVERN LITHIA.
MALVERN LEMONADE.

SIX DOZEN CARRIAGE PAID TO ANY ADDRESS IN THE UNITED KINGDOM.

For Malvern, see page 339.

MALVERN.

THOSE WHO ARE CONTEMPLATING A CHANGE OF RESIDENCE WOULD DO WELL TO CONSIDER THE ATTRACTIONS OF THE **MALVERNS DISTRICT,** COMPRISING THE FASHIONABLE HEALTH RESORT OF GREAT MALVERN AND ITS ADJACENT VILLAGES ON THE SLOPES OF THE MALVERN HILLS.



THE PRIORY GATEWAY, GREAT MALVERN.
(From a photograph by Messrs. Norman May & Co., Ltd., Malvern.)

CLIMATE. — *A dry and equable temperature throughout the year.*

SCENERY.—*The charming country-side of picturesque Worcestershire and Herefordshire.*

EDUCATION.— *Numerous high-class public and private schools, affording exceptional advantages for day pupils or boarders.*

A LIST OF AVAILABLE PROPERTIES is published in THE MALVERN & WESTERN COUNTIES FREE REGISTER of ESTATES, MANSIONS, & VILLA RESIDENCES TO BE SOLD OR LET BY

MESSRS. J. B. HARPER & SONS,

ESTATE, LAND, & HOUSE AGENTS, AUCTIONEERS & VALUERS,

GREAT MALVERN.

For Malvern, see page 399.

MALVERN.

MONTPELLIER,

ALBERT ROAD,

GREAT MALVERN.

MRS. NORTON *receives Young Ladies as Boarders, with a view to their instruction in* ENGLISH, GREEK, LATIN, FRENCH, GERMAN, MUSIC, AND DRAWING.

The LADY PRINCIPAL *is a late Pianoforte Student of the Conservatoire, Leipsic; and a Vocal Pupil of Signor Garcia. She has resided in France and Germany for many years, and numbers among her pupils distinguished members of the British and the Continental aristocracy.*

MONTPELLIER, GREAT MALVERN.

SOLO SINGING,
THE VIOLIN,
DANCING,
RIDING, PAINTING,
WOOD CARVING,
BRASS ETCHING,
AND OTHER
ACCOMPLISHMENTS.

The RESIDENT STAFF, including French and German Certificated Governesses, is supplemented by the services of several Visiting Teachers.

MONTPELLIER IS A CHARMING DETACHED RESIDENCE, SURROUNDED BY PICTURESQUE GARDENS, WITHIN EASY REACH OF THE MALVERN HILLS.

For Full Prospectus, apply to "THE LADY PRINCIPAL."

For Malvern, see page 338.

MALVERN.

A. SPARKES

GENERAL AND FURNISHING

IRONMONGER,

HOT AND COLD WATER ENGINEER,

GAS FITTER,

BELL HANGER,

WATER FITTER,

AND

COPPER SMITH,

CHURCH

STREET,

MALVERN.

MALVERN PRIORY CHURCH, FROM THE SWAN POOL.
(From a photograph by Messrs. Norman May & Co., Ltd., Malvern.)

ELECTRO PLATE.

TABLE CUTLERY

HORTICULTURAL REQUISITES AND GARDEN FURNITURE

FROM THE BEST MAKERS AND OF THE LATEST DESIGNS.

HYDROPATHIC BATHS.

TRAVELLING EQUIPAGE.

REPAIRS EXECUTED BY EXPERIENCED WORKMEN.

For Malvern, see page 339.

MALVERN

is a Tourist Centre, possessing countless attractions for the lover of hill rambles, pleasant drives, and rural walks.

COX & PAINTER,

LIMITED,

MALVERN.

—o—

SILK MERCERS
AND
HOUSE FURNISHERS.

—o—

DRESSMAKING
OF SUPERIOR STYLE
AND ELEGANCE.

THE LARGEST STOCK IN THE COUNTY OF HIGH-CLASS SPECIALITIES.

MILLINERY.
MANTLES.
COSTUMES.
DRESS FABRICS.
INDIAN OUTFITS.
TRAVELLING EQUIPAGE.
TROUSSEAUX.
LAYETTES.
LACES.
FURS.

THE PRIORY CHURCH, MALVERN.
(From a photograph by Messrs. Valentine & Sons, Dundee.)

OF all the delightful spots which are to be found in England, few can equal, and none surpass, in picturesque beauty Malvern, with its extremely lovely surroundings. The pleasant features of the place strike us at once, for, looking westward, we see the houses rising tier upon tier, while at the foot of the Worcestershire Beacon stands the fine old priory church, around which lies the town of Malvern. It is somewhat remarkable that here, in the centre of England, is a health resort, which at considerable altitude (and this is important in the treatment of many diseases) offers a dry and stimulative air, equable temperature, exquisite scenery, and general sanitary conditions which are not to be surpassed—a sanatorium which, when placed in comparison with similar localities, whether at home or on the Continent, may fairly challenge them on almost every ground.

For Malvern, see page 388

MALVERN.

ALFRED MANDER, M.P.S.,

THE BELLE VUE PHARMACY.

Council Silver Medallist of the Pharmaceutical Society of Great Britain
Silver Medallist in Practical Pharmacy, &c. &c.,

Analytical and Pharmaceutical Chemist,

PERSISTENTLY ENDEAVOURS TO SUSTAIN THE HIGH REPUTATION OF THIS WELL-KNOWN AND OLD-ESTABLISHED PHARMACY.

ENGLISH AND FOREIGN DISPENSING.

SPÉCIALITÉ:
THE
"MALVERN BOUQUET,"
An exquisite Perfume of delicate and lasting fragrance.

WATER ANALYSES
CONDUCTED
IN THE LABORATORY.

MALVERN.

THE PRIORY GATEWAY, GREAT MALVERN.
(From a photograph by Messrs. Norman May & Company, Limited, Malvern.)

HARDWICKE PRIVATE HOTEL

Enjoys the highest reputation for its cuisine, comforts, and general arrangements. It is heated throughout with hot-water pipes, thereby making it a most desirable Winter Residence.

BILLIARDS AND SMOKE ROOM. LAWN TENNIS IN THE GROUNDS.

SPLENDID GOLF LINKS QUITE NEAR.

UNDER THE IMMEDIATE SUPERVISION OF

NEAREST HOTEL TO GOLF LINKS. **J. WILSON, Proprietor.**

For Malvern, see page 339.

OXFORD.

MR. E. J. BROOKS,

HOUSE, LAND, AND ESTATE AGENT,

AUCTIONEER,

VALUER AND SURVEYOR.

(ESTABLISHED 1840.)

OXFORD.

(From a photograph by Messrs. Gillman & Co., Oxford.)

OFFICES :

14 and 15, Magdalen Street,

OXFORD.

VALUATIONS made for Probate and other purposes. Businesses disposed of. Mortgages negotiated. Insurances of all kinds effected. Schedules of Dilapidations, &c., prepared. Dilapidations and Repairs assessed.

RECISTER OF PROPERTIES TO BE LET OR SOLD SENT FREE ON APPLICATION.

HOUSES REGISTERED FREE OF CHARGE.

For Oxford, see page 269.

OXFORD

OWNS DIRECT RAILWAY COMMUNICATION with the chief cities of the United Kingdom via the "Great Western" and the "London and North Western" Railways.

UNDER
THE PATRONAGE OF
H.R.H. THE PRINCE OF WALES,
THEIR IMPERIAL MAJESTIES
THE EMPEROR AND EMPRESS OF BRAZIL,
H.R.H. PRINCE LEOPOLD,
PRINCE FREDERICK CHARLES OF PRUSSIA,
PRINCE LOUIS LUCIEN BONAPARTE,
ETC. ETC. ETC.

The CLARENDON HOTEL.

KNOWN TO FORMER GENERATIONS AS THE "STAR."

See Alden's Oxford Guide.

VIEW IN CORNMARKET STREET, OXFORD.
(From a photograph by Messrs. Hill & Saunders, Oxford.)

FAMILIES WILL FIND THIS HOTEL REPLETE WITH EVERY COMFORT.

CHARGES MODERATE.

THE BEST TABLE D'HÔTE IN OXFORD.

THIS OLD-ESTABLISHED COUNTY AND UNIVERSITY HOTEL IS SITUATED IN THE MOST CENTRAL PART OF THE CITY, AND IS NEAR TO THE PRINCIPAL COLLEGES AND OTHER PLACES OF INTEREST.

THE APARTMENTS COMPRISE A SPACIOUS COFFEE ROOM, LADIES' DRAWING ROOM, AND BILLIARD AND SMOKING ROOMS, ALSO PRIVATE SITTING ROOMS AND BEDROOMS EN SUITE.

POSTING IN ALL ITS BRANCHES. NEW STABLES & LOOSE BOXES.

Ventilation and Sanitary Arrangements Perfect.

The CLARENDON ASSEMBLY ROOMS, which are attached to the Clarendon Hotel, afford every accommodation for Banquets, Dinners, Balls, and other public or private entertainments.

Proprietors: DYSON & YOUNG.

For Oxford, see page 269.

OXFORD

is a Tourist Centre of considerable interest for the beauty and variety of its architectural remains, also for the curiosities of the Bodleian Library, and other collections of antiquities.

THE MITRE HOTEL.

THIS well-known Hotel, which is situated in the centre of the finest street in Europe and within a short distance of the river, has been recently enlarged and much improved. While the traditional antiquity of the building has been carefully preserved, visitors will find in it all the refined comforts of a MODERN HIGH-CLASS HOTEL. During the summer months it is greatly patronised by boating parties. The "MITRE" is likewise celebrated as one of the most economical first-class Hotels in the United Kingdom.

LADIES' COFFEE ROOM

THE "MITRE HOTEL," OXFORD.
(From a photograph by Messrs. Gillman & Co., Oxford.)

DINING, DRAWING, AND READING ROOMS.

ELECTRIC LIGHT.

BILLIARDS.

GOOD STABLING.

THE TARIFF, and an interesting Pamphlet touching upon the traditions of this ancient hostelry, entitled "ROUND ABOUT 'THE MITRE' AT OXFORD," can be obtained post free on application to

THE MANAGER.

For Oxford, see page 269.

OXFORD.

ST. EDWARD'S SCHOOL.

VISITOR:
THE RIGHT REV. THE LORD BISHOP OF OXFORD.

ST. EDWARD'S SCHOOL *stands in its own grounds of twenty acres, in a healthy situation about one mile from Oxford, where the fine and bracing air is suitable for delicate boys. It is a public school founded for the purpose of providing a first-rate liberal education on definite Church principles for the sons of gentlemen, and at a more moderate cost than that charged by the older schools. The course of teaching has special reference to preparation for the Universities, the learned professions, the Army, and the Civil Service. On the modern side German and subjects suitable to a business career are substituted for Greek. Science is taught in the upper and middle part of the School, and in certain cases arrangements are made for special instruction.*

THE BUILDINGS *include a fine Chapel, large Dining Hall, Great School, Library (open to the whole School), Class-rooms for each form, Laboratory, Gymnasium, Carpenter's Shop, Fives Court, etc., and Dormitories for 120 boys. A large Swimming Bath, 70ft. by 30ft., covered, and heated by steam, has been lately added, and is in daily use.*

THE CRICKET GROUND *is immediately opposite the entrance lodge. Behind the pavilion is a large artificial Bathing Place for use in summer. Swimming is taught free of charge; and when a boy has swum the required distance, he is allowed to boat on the Upper Thames, which is about three-quarters of a mile distant.*

ST. EDWARD'S SCHOOL, OXFORD.
(From a photograph by Messrs. Gillman & Co., Oxford.)

For Form of Admission, Notice of Entrance Examination, list of clothes required, and any further information, apply to—

THE REV.
THE WARDEN,
ST. EDWARD'S SCHOOL,
NEAR OXFORD.

For Oxford, see page 269.

PENZANCE.

PENZANCE, situated upon the southern coast of Cornwall, about thirteen miles from Land's End, is served by the "*Great Western Railway,*" and from its sheltered position can boast of a climate such as cannot be met with upon the northern shores of the county

PENZANCE possesses many attractions, chief amongst which, apart from the climate, are the extensive promenade and the pier, the baths, and the public gardens, the bathing and boating, the beauty of the surrounding scenery, and its centrality for visiting the interesting district amidst which it stands. The town possesses excellent accommodation in its Hotels, Boarding Establishments, and Lodging Houses; while the water-supply is good and plentiful, and the sanitary arrangements are beyond question.

MARKET JEW STREET.
(*From a photograph by Messrs. Valentine & Sons, Dundee.*)

PENZANCE.

THE

WESTERN HOTEL

IS A MOST CONVENIENT CENTRE FOR TOURISTS THROUGH THE PICTURESQUE SCENERY OF WEST CORNWALL. THIS OLD-ESTABLISHED FAMILY AND COMMERCIAL HOTEL WILL BE FOUND REPLETE WITH EVERY COMFORT FOR FAMILIES, TOURISTS, AND COMMERCIAL GENTLEMEN. CENTRALLY SITUATED.

GOOD COFFEE AND COMMERCIAL ROOMS.
BILLIARD AND SMOKE ROOMS. LADIES' DRAWING-ROOM.

POSTING IN ALL ITS BRANCHES. OMNIBUS MEETS ALL TRAINS.

MITCHELL & CO., Proprietors.

For Penzance, see page 171.

READING.

TELEPHONE Nos. 164 AND 44.
TELEGRAPHIC ADDRESS: "EAST, READING."

By Appointment to the

Royal Military College, Sandhurst.

A. H. EAST,

BOAT BUILDER,

THE

THAMES BOAT HOUSE

(Three Minutes' Walk from Railway Stations)

AND

THE KENNET'S MOUTH BOAT HOUSE,

READING.

BY APPOINTMENT TO

H.I.M. THE EMPRESS EUGÉNIE.

BOATS, PUNTS, SKIFFS, OR CANOES,

BY THE SEASON.

LET BY THE DAY

OR BY THE HOUR

AT MODERATE CHARGES

STEAM & ELECTRIC LAUNCHES ON HIRE.

EAST'S THAMES BOAT HOUSE.
(From a photograph by Walton Adams, Reading.)

CHARGING STATION FOR ELECTRIC LAUNCHES.

Boats Warehoused for the Year, the Summer, or during the Winter Months.

BOATS Let on HIRE for River Trips down the Thames to Henley, Cookham, Maidenhead, Windsor, Staines, Teddington, or to Richmond, at Terms inclusive of Cartage to or from Reading.

BOAT BUILDING IN ALL ITS BRANCHES.

For Reading, see page 58.

READING.

AGENTS FOR THE
GREAT WESTERN RAILWAY.

CHARLES & CILES AYRES,

THE ROYAL COUNTY
DEPOSITORIES,

READING.

FURNITURE PACKED AND REMOVED TO OR FROM ALL PARTS IN COVERED VANS,

or Warehoused in Fireproof Depositories specially constructed for the Storage of Household Effects, Luggage, Pictures, Musical Instruments, Glass, Porcelain, Plate, Wine, and Carriages. These Warehouses are the largest and most complete buildings of their kind in the South of England.

THE MUNICIPAL BUILDINGS, READING.
(From a photograph by Messrs. Taunt & Co., Oxford.)

TESTIMONIAL
FROM HER GRACE THE
DUCHESS OF WELLINGTON.

"Burhill,
"Walton-on-Thames.

"'Elizabeth, Duchess of Wellington, begs to inform Messrs. Ayres that she is much pleased with the manner in which the removals have been conducted under the care of Mr. Evans. Everything has arrived in perfect order and condition.'"

Numerous other testimonials and particulars of terms can be furnished on application to

MESSRS. C. & G. AYRES, READING.

WHOLESALE AND RETAIL
COAL AND COKE
MERCHANTS.

TRUCK-LOADS OF COAL SENT TO ANY STATION IN THE UNITED KINGDOM.

CHIEF OFFICES:
FRIAR STREET.

BRANCH OFFICE:
13, HIGH STREET,
READING.

For Reading, see page 58.

READING AS A BUSINESS OR A HOLIDAY CENTRE.

READING, the prosperous capital of Berkshire, is one of the most convenient railway centres in Great Britain. Owing to its position upon the "*Great Western Railway*" it enjoys the advantages of direct express communications with London, the Midland Counties, Lancashire, North and South Wales, the West of England, the Channel Islands, and the Isle of Wight; also *v a* the "*South Eastern Railway*" with the watering places of Sussex and Kent; likewise with Paris, Brussels, and all parts of Continental Europe.

By reason of its excellent means of communication with Caversham, Tilehurst, Pangbourne, Streatley, Goring, Sonning, Shiplake, Henley, and other riverside resorts **READING** has likewise become a favourite centre for oarsmen, anglers, artists, and cyclists who make the Berkshire county town their headquarters while touring through the picturesque Thames Valley. Excellent boats can be obtained in the neighbourhood, and during the summer months the Oxford and Kingston passenger steamers call at Caversham Lock, which is within five minutes' walk of the

GREAT WESTERN HOTEL.

This superior Private and Family Hotel adjoins the RAILWAY STATIONS OF READING, while it is also near to the Post Office, the Municipal Buildings, and the Market Place.

THE "GREAT WESTERN HOTEL," READING

LADIES' COFFEE ROOM.

QUIET HOME COMFORTS, REASONABLE CHARGES, AND PERSONAL SUPERVISION

CARRIAGES MEET ALL TRAINS.

A COMPLETE POSTING ESTABLISHMENT IS IN CONNECTION WITH THE HOTEL.

W. G. FLANAGAN,
PROPRIETOR.

For Reading, see page 58.

READING.

BY SPECIAL SEALED WARRANT TO
H.R.H. THE PRINCE OF WALES.

ALSO TO
H.R.H. THE DUCHESS OF TECK.

BRACHER & SYDENHAM,

Manufacturing Jewellers,

GOLDSMITHS,

SILVERSMITHS,

55, 56 & 57, MINSTER STREET,

READING.

DIAMOND MOUNTERS.

WATCH AND CLOCK MAKERS.

IMPORTERS OF BRONZES AND WORKS OF ART.

CUTLERS, OPTICIANS, ENGRAVERS.

EXTENSIVE SHOW-ROOMS.

CATALOGUE, beautifully illustrated with hundreds of the Newest Designs, post free on application.

TELEGRAMS:
"BRACHER, READING."

INTERIOR OF ONE OF THE SHOW-ROOMS, MINSTER STREET.

For Reading, see page 58.

READING

is a substantial County Centre owning handsome public buildings, numerous superior shops, good hotels, and attractive surroundings. It enjoys direct railway communication with all parts of the country.

READING has been the scene of some events memorable in history. The Benedictine abbey, founded by Henry I. in 1121, was one of the greatest and most powerful in the land. Here was buried its royal founder, and here John of Gaunt was wedded in great state to Blanche, of the royal Plantagenet line. Its massive ruins stand by the river Kennet. The Forbury Gardens, originally the outer court of the abbey, are open for public recreation, and are laid out with trees, walks, and flower-beds. They contain a cannon taken by our troops at Sebastopol during the Crimean War, and an imposing colossal lion in memory of the officers and men of the 66th Regiment who lost their lives in the battle of Maiwand.

CAVERSHAM CHURCH AND BRIDGE.
(From a photograph by Messrs. Taunt & Co., Oxford.)

THE

EASTERN HOTEL,

READING.

This superior Hotel is fitted with every convenience for the accommodation of Commercial Gentlemen and Private Families, having a comfortable Coffee Room, Sitting Rooms (*en suite*), a large Commercial Room, Stock Rooms, and twenty-six Bedrooms. It is close to the Railway Stations, Post Office, Town Hall and Museum, and Market Place.

THE HOTEL COMMANDS BEAUTIFUL VIEWS OF THAMES SCENERY

HOT AND COLD BATHS.

PROPRIETOR: G. COLLINS.

For Reading, see page 58.

WORCESTER.

ESTABLISHED 1751.

THE ROYAL PORCELAIN WORKS,

WORCESTER,

Near the Cathedral

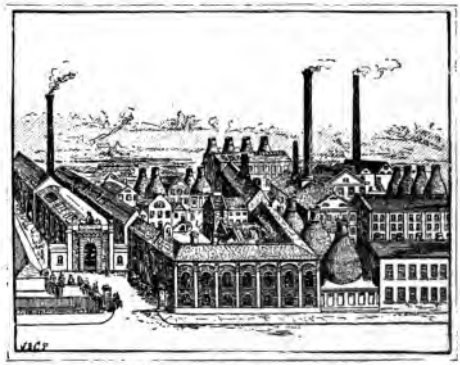
(Late FLIGHT, BARR, and CHAMBERLAINS).

R. W. BINNS, F.S.A., } *Managing Directors.*
E. P. EVANS, }

THE SHOW ROOMS and MUSEUM (which are at the WORKS) are open for the reception of VISITORS, and the various processes of

PORCELAIN MANUFACTURE

may be seen in operation daily, between the hours of 9.30 and 12.30, and 2.15 and 5.0 p.m., except on Saturdays, when the Workshops close at Twelve and the Show Rooms at Four o'clock.



THE ROYAL PORCELAIN WORKS, WORCESTER.

TRADE MARK

THE Public is particularly requested to observe that the productions of

THE ROYAL PORCELAIN WORKS

bear this Registered Trade Mark, either impressed in the Ware or printed upon the Glaze.

THE PERFORATED PORCELAIN and other WARES made at

GRAINGER & CO.'S

ROYAL CHINA WORKS (now carried on by the same Proprietary as The Royal Porcelain Works) are marked with this Registered Trade Mark.

ROYAL CHINA WORKS G&Co ESTABLISHED 1801 WORCESTER

TRADE MARK

For Worcester, see page 326.

WORCESTER.

WM. WINWOOD & SON,

CONTRACTORS

FOR THE PACKING, REMOVAL, AND STORAGE OF FURNITURE,

THE WORCESTER DEPOSITORIES.

OFFICES:

38, TYTHING, WORCESTER

(Three minutes from the Foregate Street Station).

MESSRS. WINWOOD and SON are prepared to contract for the removal of furniture to all parts of the United Kingdom or the Continent at moderate inclusive rates. Special arrangements are made for the storage of Pictures, China, Glass, Ornaments, Books, Wine, Plate, Musical Instruments, and Carriages in dry and commodious warehouses.

WORCESTER CATHEDRAL, THE WEST FRONT.
(From a photograph by Messrs. Poulton & Son, London.)

Of many hundreds of testimonials they have the pleasure to submit the following:—

FROM THE
RIGHT HON. AND RIGHT REV.
THE
LORD BISHOP OF ELY.

"I am extremely well satisfied with the manner in which you have removed my furniture, etc., from Worcester to Ely. . . . ."

FROM THE RIGHT REV.
THE
LORD BISHOP OF TRURO.

(Furniture removed from The Deanery, Worcester. Stored for 10 Months. Then delivered to Cornwall.)

"You may add the Bishop of Truro's and Mrs. Gott's names to your list of perfectly satisfied customers.
"Yours faithfully,
"E. F. NUGENT, Chaplain."

ESTIMATES AND BOOKS OF TESTIMONIALS FURNISHED ON APPLICATION.

For Worcester, see page 329.

THE JUNCTION HOTEL, DIDCOT.

DIDCOT JUNCTION.

PASSENGERS travelling by the "GREAT WESTERN RAILWAY" will find that

THE

GREAT WESTERN JUNCTION HOTEL,

which is within two minutes' walk from the Didcot Junction Station, affords most comfortable and economical accommodation for

FAMILIES AND GENTLEMEN.

THE DIDCOT POSTING ESTABLISHMENT

IS IN DIRECT CONNECTION WITH THE HOTEL.

MRS. DREW,
Proprietress.

THE DIDCOT REFRESHMENT ROOMS,

under the same management as the hotel, are supplied with accommodation for light refreshments or luncheons.

TOWER OF LONDON

LONDON

OLD AND NEW LONDON.

A NARRATIVE of its History, its People, and its Places. *Complete in Six Volumes*, each containing about 200 Illustrations and Maps. Cloth, 9s. each; *Library Edition*, imitation roxburgh, £3. Vols. I. and II. are by WALTER THORNBURY; Vols. III., IV., V., and VI. are by EDWARD WALFORD.

CASSELL & COMPANY, LIMITED, LONDON; AND ALL BOOKSELLERS.

BLENHEIM PALACE.—(*From a photograph by Messrs. Bedford, Lemere & Co., Strand.*)

WOODSTOCK.

THE BEAR HOTEL

AND POSTING ESTABLISHMENT.

THIS old-established county hotel is situated close to Blenheim Park. Luncheons and refreshments can be supplied on the shortest notice. Upon certain days visitors are admitted to Blenheim Palace, also to the gardens; and arrangements can be made for drives through the park.

BILLIARDS.

J. A. BULL,
PROPRIETOR.

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